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Vol. CLXXIX No. 2344 WITH WHICH IS INCORPORATED THE GRAPHIC DECEMBER 23 1944

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Volume CLXXIX No. 2344 The SPHERE, London, December 23, 1944

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

IN A GERMAN TOWN TO-DAY: AN AMERICAN LANDING VEHICLE CRUISES THROUGH ONE OF THE MAIN STREETS OF SAARLOUIS, ON THE SAAR RIVER—a novel sight to which the inhabitants of some German towns are now becoming accustomed

To-day in Germany, the Nazis are everywhere receiving ocular demonstrations of the variety and weight of the Allied equipment. This picture, for instance, was taken in the great Saar industrial region, in the town of Saarlouis (Saarlautern), as one of the new LVTs was passing through. These amphibious vehicles, used first with great success in the Pacific operations, are now being employed in the European theatre of war, where they have proved their value in crossing rivers and travelling over flooded areas. Saarlouis—the second largest city of the German coal, iron and industrial region—was entered by the American Third Army on December 1. The enemy were taken by surprise and the main bridge spanning the Saar River was captured intact

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JUST AFTER ATHENS WAS LIBERATED AND THE GREEK PEOPLE WERE THRONGING THE STREETS TO WELCOME THE ARRIVAL OF THE BRITISH. There was then no thought that soon E.L.A.S. adherents and Allied soldiers would be shooting at each other! Banners were displayed bearing pictures of Mr. Churchill and slogans such as "Forever together" and "Welcome to our Liberators": the V-sign was freely given, and everywhere was laughter and almost hysterical cordiality

The Dramatic CHANGES in GREECE

The Enthusiasm of Liberation and the Subsequent Fighting Between E. L. A. S. and British

The tragic series of events in Athens during the past few weeks of discord are lamented by all friends of Greece. But it is only fair to say—whatever side one takes—that the Greeks were not *always* opposed to M. Papandreou and his Government. When Greece was first liberated by the British, there was not a discordant note in Athens for weeks: on the contrary, rarely has a capital manifested such intense unanimity and confidence as was then displayed. When the Greek Prime Minister made his first public speech the whole city was enthusiastic: when a British soldier appeared in the streets he was mobbed by excited Athenians. Then came the clash between M. Papandreou and E.L.A.S., and blood was shed between Partisans and liberators. It will probably be some time before events can be viewed in their true perspective. The pictures reproduced here may help in making a proper assessment

HOW ATHENS WELCOMED THE GREEK PRIME MINISTER BEFORE E.L.A.S. BEGAN TO OPPOSE HIM AND HIS GOVERNMENT. This was the huge crowd which assembled to hear M. Papandreou's first public speech, which was broadcast all over the city by means of loud-speakers. There was then no note of discord amongst the many thousands celebrating their newly-found freedom

DURING THE FIGHTING BETWEEN THE BRITISH TROOPS AND E.L.A.S. PARTISANS: The scene at the E.A.M. Headquarters in Athens when the building was stormed by tanks and paratroops. The tanks went right in, to protect the soldiers as the latter entered to mop up and to bring out the last desperate Partisans concealed within. Note the Partisan flags adorning the entrance to the building

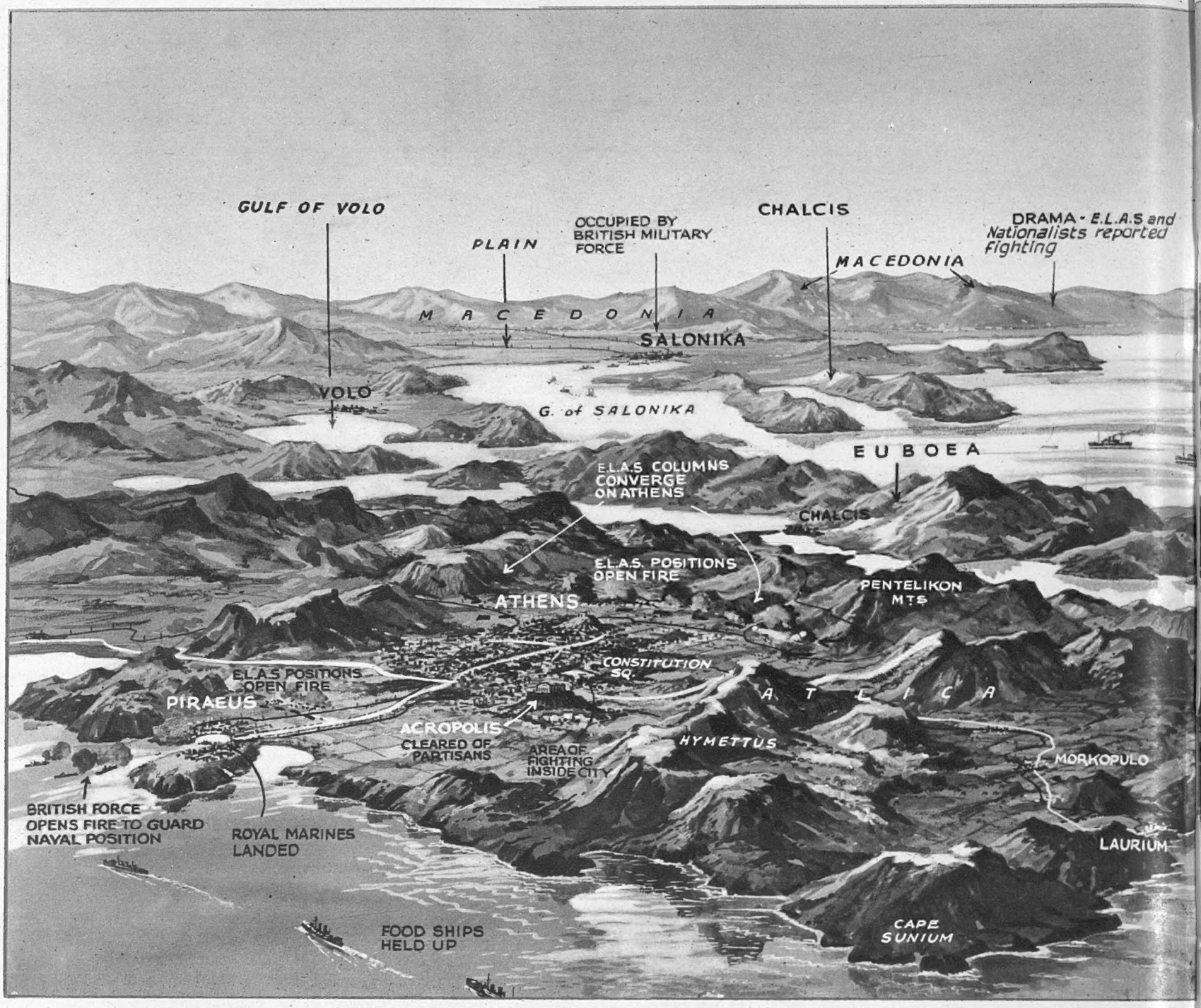
HOW THE GREEK PREMIER RETURNED: On October 13 the first British troops entered Athens; five days later M. Papandreou, Greek Prime Minister, landed at Herakles to take over the Government of the newly-liberated country. With him was Lieut.-General Ronald Scobie, Allied Commander in Greece, who has since figured so prominently

HOW THE E.L.A.S. PARTISANS EMERGED FROM THEIR HEADQUARTERS after the round-up by British tanks and paratroops. It will be noticed that one of the tanks has driven right in to the entrance of the building to cover the operations of the British troops

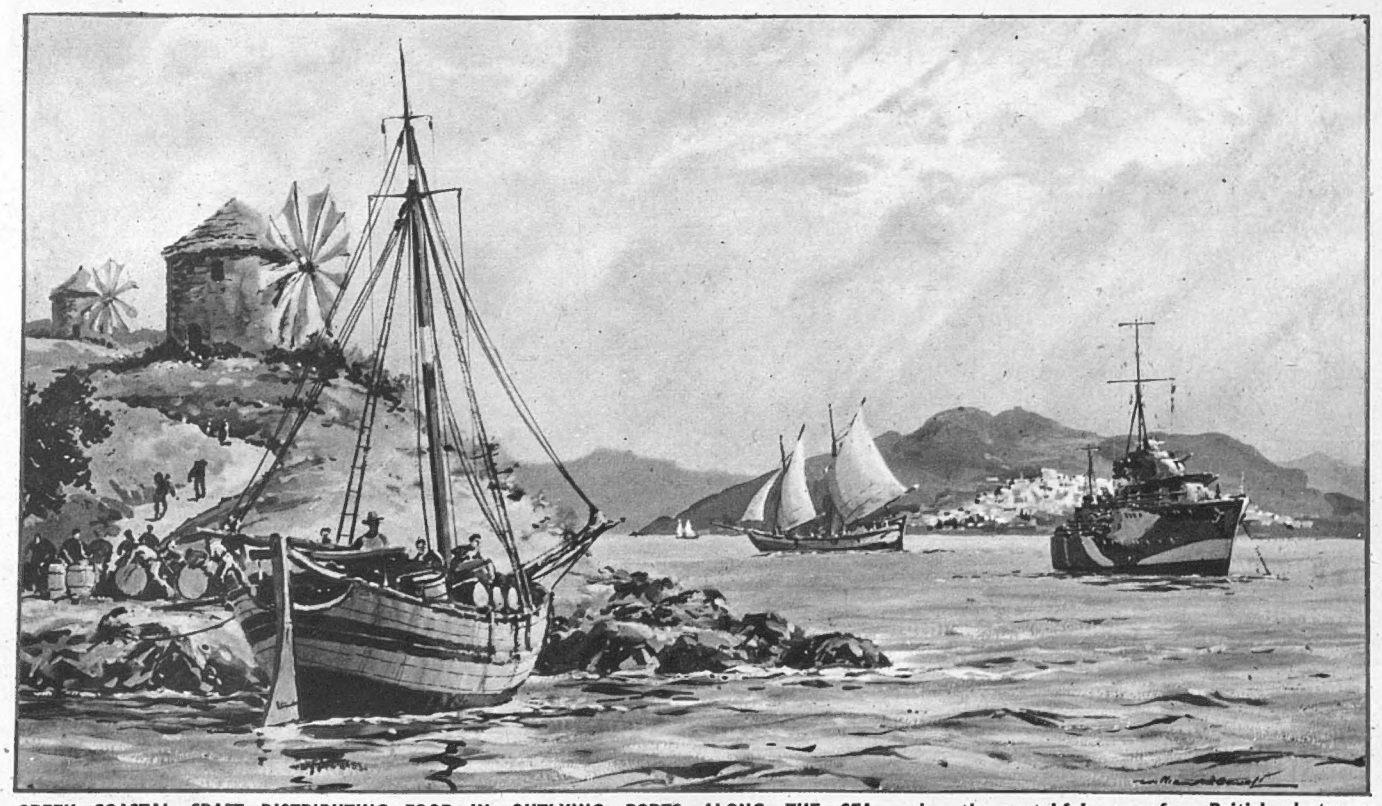
THE BRITISH FOREIGN MINISTER IN ATHENS: During his return from Moscow, Mr. Anthony Eden paid a visit to the Greek capital. He went to the Acropolis and was received everywhere with the greatest enthusiasm by the Greek people. In this picture M. Papandreou is on his left hand, and General Sir Henry Maitland Wilson is seen behind

BRITISH TROOPS WERE GIVEN THE TASK OF CLEARING THE STREETS OF ATHENS when the E.L.A.S. Partisans took the offensive. Here they are seen behind scanty cover near the E.A.M. building which had to be cleared of snipers. The E.L.A.S. organisation is the militant part of E.A.M.

b



THE THREE REGIONS IN GREECE WHERE BRITISH FORCES WERE LANDED FOR THE LIBERATION OF THAT COUNTRY—THE PIRÆUS, ATHENS AND SALONIKA. In all three districts, conflicts have occurred between E.L.A.S. and Nationalists, the most serious taking place in the capital, where British troops were killed—*Drawing by E. G. Lambert*



GREEK COASTAL CRAFT DISTRIBUTING FOOD IN OUTLYING PORTS ALONG THE SEA under the watchful eye of a British destroyer
—Drawing by Wm. McDowell

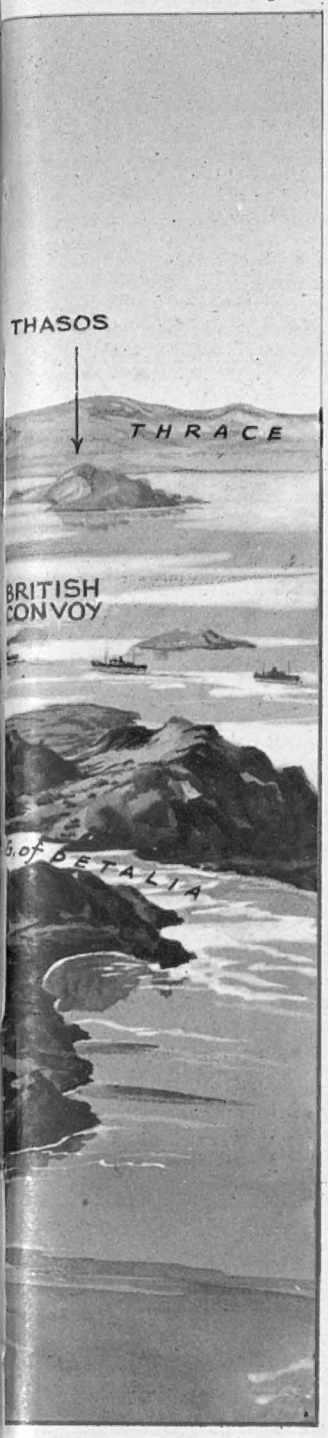
Every available caique in the Eastern Mediterranean has been mobilised by the military authorities to distribute food and other urgently-needed supplies round the coast of Greece. Two hundred of these small sailing craft are already engaged in the task, it has been stated at Allied Relief Headquarters in Athens. In the background of this drawing are two of the windmills peculiar to the country. Unlike those of Western Europe, they have ten canvas sails of a shape rather like that of the jib of a yacht. The local caiques, too, are of distinctive design

GREECE

Where Britain has Become Involved with the E.L.A.S. Forces

—Special Sphere Drawings

When the British landings were carried out in Greece, Piræus and Athens were the first places to be occupied and to come under the control of Allied military and naval forces. The occupation of Salonika followed a little later. It was not then suspected that within a short space of time the liberators would be having to check a rising by the Left Wing sections of the Greek partisans, in revolt against the Papandreou Government. But clashes occurred in the Piræus and in the capital, and in Drama, in the Salonika sector; and at one time an ugly situation developed, with the E.L.A.S. partisans fighting against the Nationalists. The regions in which these clashes occurred are indicated in the drawing by Mr. Lambert given above. It also shows other points of interest in the country, which has now become the focus of world attention



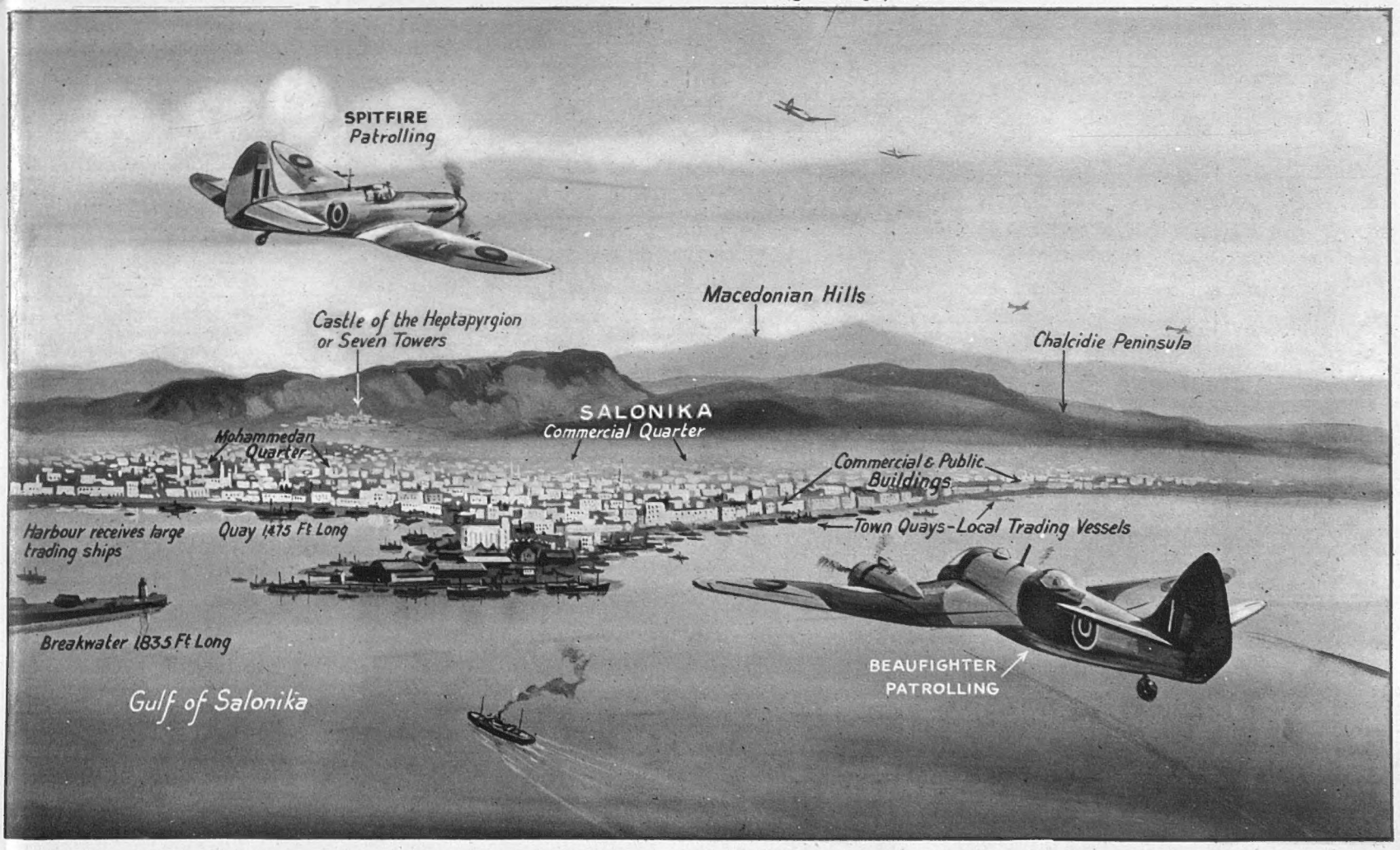
RUSSIANS ESCAPE FROM THE GERMANS IN CRETE : On December 1 it was announced that the whole of Crete had been freed, with the exception of one small corner. German and Fascist forces, numbering some 15,000 in all, have withdrawn to the north-west of the island. Armed with a total of probably more than 500 field, coastal and A.-A. guns, and ample food, ammunition and petrol supplies, they refused two surrender proposals. These Russians, who were forced into the German Army and shipped to Crete, deserted at the first opportunity, and joined the partisans operating from the free areas

RISAN IS CAPTURED BY YUGOSLAV PARTISANS : On the morning of November 21, Yugoslav partisans entered the enemy-held town of Risan, which had been cut off from communication with the main force, except by sea. After days of shelling by the British and sniping by the partisans, the enemy withdrew overnight, and partisans moved in next morning. This picture shows partisans taking a rest after the battle in the fort of Grkobao, one mile north of Ledenice. The walls of this fort are 3 ft. thick in some places, with steel shutters, and it took heavy shelling from British artillery to move the enemy

WHEN THE BRITISH CAME TO SALONIKA : A small Greek trawler, loaded with civilians, comes out to welcome the ships carrying Indian troops to the port

A TRANSPORT LORRY LEAVING A TANK-LANDING SHIP AT SALONIKA : Minesweepers cleared channels through the thick minefields, and soon stores and supplies were streaming in

Below—**THE GREAT PORT OF SALONIKA,** where our aircraft are now supporting the British and Indian troops landed there some weeks ago to push the Germans out of the country. In the early part of November, large numbers of our men took possession of this city, which figured so largely in the last war. They are now firmly in control and supported by aircraft and naval vessels. The drawing given below gives an impression of the scene to-day, with docks and quays crowded with Allied shipping. The principal points of interest in the great town and harbour of 200,000 inhabitants are indicated in the drawing—*Drawing by Roland Davies*



MEN OF MARK OF THE YEAR 1944

A Survey of the Outstanding Personalities of the Past Twelve Months

By FERDINAND TUOHY

THE War marches on and so do its outstanding personalities—a good many of them off the stage with each passing year, for newcomers to take their places, the while a small number of human fixtures draw upon themselves the spotlight throughout.

Who now thinks of Laval, Pétain, Badoglio, Mussolini, Koht, Quisling, Papagos, Reynaud, Déat, Abetz, Cavallero, Antonescu or Baudouin? Yet such were among the principal names that filled this page this week four years ago. And along with them, Mandel, Willkie, Sumner Welles, King Leopold, Dobbie, Wavell, Tovey, Pound, and a covey of Hitler's victorious marshals. Of the full list of 1940, only De Gaulle, Cunningham, Brooke, Portal and Alexander are still carrying on in the first flight, in addition to Roosevelt and Churchill. Stalin was not mentioned!

During the first eight months of 1944, while the Russians swept all before them, rarely did a week go by without one or other of their Marshals being fêted by the resounding salvoes of Moscow. Now it was Koniev pressing the Germans back from the Dnieper, now Tolbukhin retaking the Crimea, now Zhukov reaching the Soviet frontier near Lvov, after taking over from the dying Vatutin, now Vassilievsky gathering fresh momentum in the centre. Somehow one rarely hears of other Russians who, in this generation, are austere about publicity. Molotov receives visitors of mark. Ehrenburg strikes major journalistic chords. Occasionally a Soviet personage is heard of on mission.

It has been a great year for Stalin, who is credited with being the presiding military brain as well as the shrewd weaver of new threads across half a continent. To what extent he leaves the Kremlin to see his commanders in the field, is not known. We only know that he has only once left it to see foreign personages, though there are fresh hopes.

As the Russian Marshals have soared, so have their Nazi opposite numbers been liquidated in some form or another. Coming on top of earlier elimination in the same line, hardly half-a-dozen familiar names remain. Typical of this year's casualties are Bock and Busch, suicide; Rommel "beloved of all Germans," mortally wounded; Witzleben, hanged; Kluge, "heart attack"; List, Leeb, Wiechs, Kuechler, Lindemann and others, sacked or "bumped off," either at the front or after being relieved of their commands (it is difficult to say if all five mentioned are out; reports vary so).

Rundstedt, Model and Kesselring appear to have come out best, now that Hitler's intuitions no longer rule strategy. Model held the Russians on the Vistula before holding Dempsey and Simpson in the Meuse-Rhine swamplands. If he hadn't them previously, Blaskovitz should be due his diamonds of death after Alsace, though another come-back, Guderian, has fared better as Army Chief of the Staff.

One would not put it past Hitler to be up to some final piece of devilishness, taking up all his time in withdrawal. Outwardly, he has passed from the scene and it has been Himmler's year. With Goebbels and Bormann in close attendance.

As they huddle somewhere in Southern Germany, most miserable of beings, the leading Vichy traitors are about to be sentenced to death in Paris, by default. Will any one of them ever return to "take it," or be taken by the Allies? One with some kick in him could be Darnand, whose thug militia was never rounded up, and may yet be a thorn in France and Germany also. Meanwhile, a gallant French company has taken the traitors' places, headed by De Gaulle, Chad-Paris Leclerc, F.F.I. Koenig, Belfort's Tassigny, and Bidault—the last of whom prompts the reflection that it is hoped that other civilians may soon appear so as to offset the present top-heavy military leadership. At the year's close, a new force reappeared in Thorez, who journeyed from Moscow to Paris while De Gaulle journeyed from Paris to Moscow. Two sons of Lille, each a man of destiny.

In Rome, after a spell of Badoglio (who seems to have behaved well), Bonomi has as his principal aides Togliatti, the Communist, and De Gasperi, the Christian Democrat. I recommend as well worth watching the novel Catholic attempt being made in more than one liberated country, to work in with the Communists so far as things strictly terrestrial are concerned. Another Italian quickly to inscribe his name on the panels of the new Italy is Nenni, the Socialist. Crossing to the Balkans, one name has stood out. A visitor to Mr. Churchill, in Rome, and to Marshal Stalin, in the Kremlin, Marshal Tito could well be the next European figure for promotion, after General De Gaulle. After the Nazis had tried to squash him underfoot in the early summer, Tito lived to link with Russians and British and to feel himself safely through and set up. A Communist, his technique has so far been to throw government open to all parties, save Mihailovitch's lot, to dominate none and listen respectfully to each. Next door, in Bulgaria, there is still a king, so little does Stalin wish to disturb matters while Germany remains to be beaten; and the same goes for Rumania. In neither land have sure successors yet appeared in room of former quislings.

But over Greece a name has obtruded ever since May. How a reputed Left Wing anti-monarchist got himself into the position in which Papandreou finds himself at this writing, is just one of those things, as Mr. Roosevelt would say.

The Hungarian Scalazy may take what honour and comfort are going in being the last of the national quislings. To the north, when matters eventually arrive at the inevitable Polish showdown, the chances are that London's Mikolajczyk and Lublin's Bierut will be the principals hammering out a new Poland less in size than the sprawling land which cried out to be trodden by neighbours, and all the more firmly constructed for that, and the more likely this time to last.

Sikorski would have had it so. Talking of whom, 1944 saw the exit of two who will be as badly missed in the special times ahead: Wendell Willkie and Dr. Temple.

Beyond the seas, Mackenzie King has been much in view, and eternal Gandhi has taken up the headlines almost as much as Chiang-kai-Shek, now somewhat demoted in a China in perilous enough state. The lesson of the Marshal is clear. You can't sell big boys these times. Unless the genuine background is there, sales resistance is too great. Without the faintest disrespect, Chiang's China simply is not the fourth World Power.

It has been a big year for Americans, beginning with the appointment in January, of General Eisenhower as Supreme Commander, Western Europe. He has not the flair nor the magnetism of a Foch. The Germans, I believe, call the General an upstart nobody, agreed to by Churchill to appease the Americans. But when the Germans abuse, be sure that something has bitten them, and in this case it is probably that they realise Eisenhower's qualities of captaining and organising. They used to call Carnot, Napoleon's "organiser of victory" and historians have agreed that "Boney" could not have gone nearly so many places had he not had his Carnot back of him.

If this were being written in America, the names heading it would be Marshall, King, Nimitz, Halsey, MacArthur and Arnold. Each nation sees its own military leaders and heroes as looming over the war scene. MacArthur's wading ashore on the Philippines had a *J'y suis, j'y reste* touch well in character with this photogenic general. Regarding his distinguished colleagues out East, we shall all know more presently about what the Japanese have got waiting for us, and if it is found that the sky-high losses long announced by the American admirals and air chiefs, really have been suffered, then the U.S. Pacific Forces will merit all our thankfulness and admiration.

In France, Patton's dash round half the country, and Patch's long thrust up from the Riviera, captured the imagination. We may tend to overlook the fact that the Americans are now approaching the preponderance over British and French that Pershing planned to have in 1919.

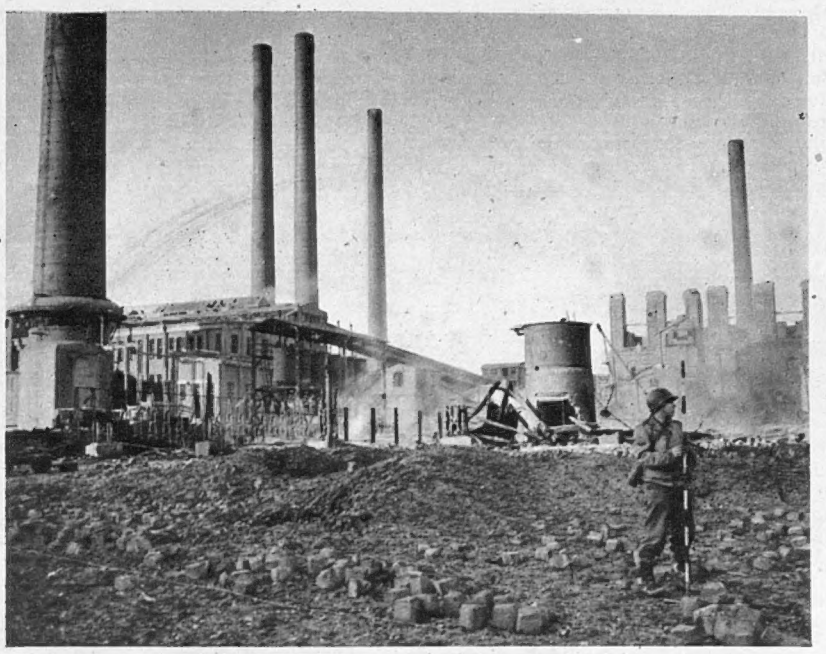
C.-in-C. Roosevelt prolonged his dynasty until 1948, by which time he will be 67, and the world (maybe) in the second year of a most painfully growing peace. Coming in with a zoom, Edward Stettinius is one we may as well get used to right away. But it will be bumpy going unless those in charge of foreign affairs give notice to governments concerned before bursting on the record in their regard, at Press conferences.

Mr. Churchill's seventieth year saw his most thrilling war day and his worst press, inside of four weeks. "Could be" that Paris was the second happiest day of his life (the first being a domestic occasion!).

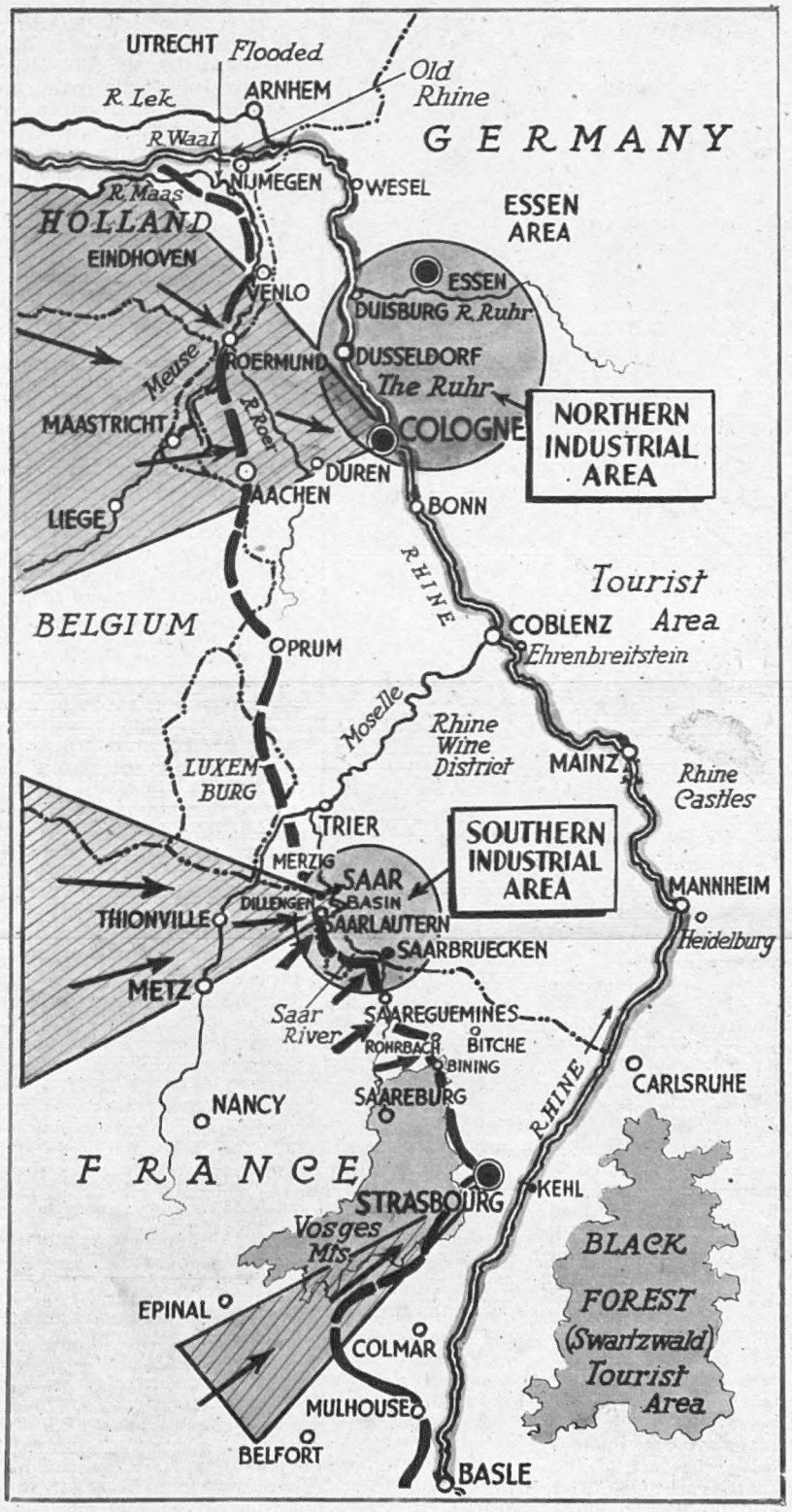
D-day was a monument to the Prime Minister's imagination, forcefulness and long view. It also recalls a great air commander in Leigh Mallory. But, above all, it recalls Montgomery who now has a choice of Alamein and Falaise for his title, unless he should prefer to follow on Minden and Mindelheim. Field-Marshal Alexander, victor of Rome, is our other leading soldier who is clearly staying the course, and he may finish up running our part of Germany. Sir Bruce Fraser cleared up nicely in the North Sea prior to sailing for Pacific parts where great naval names may be made, incidentally, in avenging *Prince of Wales* and *Repulse*.

Among those who left their mark by passing, there was Wingate, the nearest to Lawrence in this War, there was Dam-buster Gibson, and there was "F for Freddie" Pickard, who suggests a *chevalier sans peur*.

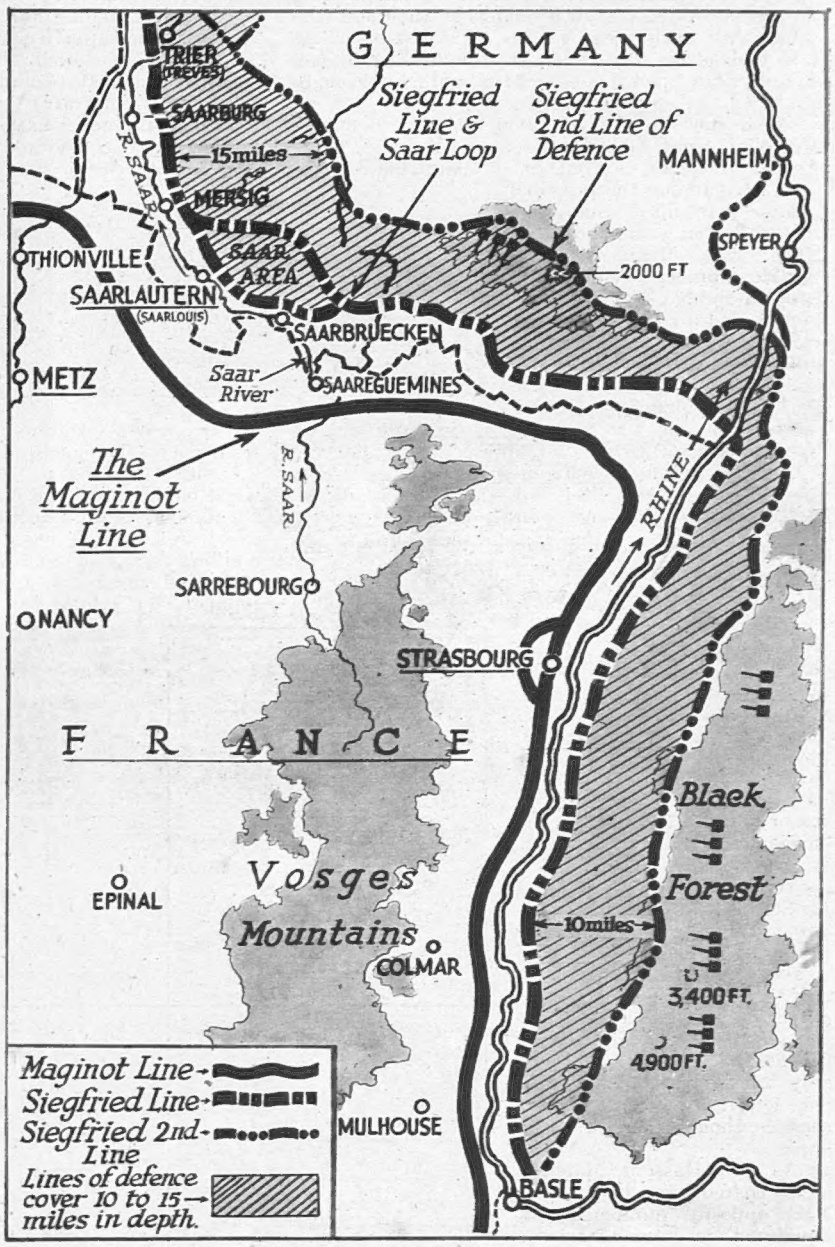
1—General Dwight D. Eisenhower, Supreme Commander of all the Allied Forces in Western Europe; 2—Field-Marshal Sir Harold Alexander, Supreme Allied Commander, Mediterranean; 3—Field-Marshal Sir Bernard Montgomery, Commander of the Twenty-first Army Group; 4—Heinrich Himmler, Chief of the Gestapo and C.-in-C. German Home Army; 5—Marshal Tolbukhin, C.-in-C. of the Third Ukrainian Army Group; 6—Field-Marshal Karl von Rundstedt, C.-in-C. German Forces on the Western Front; 7—M. Thomas Arciszwnski, the new Polish Prime Minister in London; 8—General Charles de Gaulle, Head of the French Provisional Government; 9—Mr. Edward R. Stettinius, the new Secretary of State for the U.S.



THE GERMAN POWER PLANT AT WEISWEILER, now in Allied hands: This big station supplied power for Aachen, Stolberg, Eschweiler, and many other smaller towns in the vicinity. It was found to be considerably damaged by General Hodges' First Army when they captured Weisweiler after much bitter fighting. The plant had been the target for Allied bombers, as well as for the artillery. An American engineer is here seen making a survey in preparation for the repair of the plant



THE STRATEGY OF THE ALLIED ARMIES against the two main industrial regions of Germany just behind the Siegfried Line—the Saar and the Ruhr, both of which are now seriously threatened (see notes on right)



THE SIEGFRIED AND THE MAGINOT LINES: The former is really a "zone," or area of defence, in many places—not merely a line of "Dragon's Teeth" and tank traps and fortifications. The Allies still have to come up against its main defences

WEDGES into GERMANY

Through the Siegfried Line to the Industries of the Nazis

A very considerable number of war maps have purported to show the position of the Siegfried Line: this has been rendered literally as a line, with little variation in form. In actual reality, however, the Siegfried Line is not so simple. The fortifications, pill-boxes and mortar batteries are not arranged in a narrow strip such as some maps would seem to suggest. The Siegfried Line is a long-drawn-out scheme of fortifications, expanding here and contracting there as the nature of the position demands. Allied troops have found that they have been up against the "line" in certain places, and are in some cases actually encamped upon it—but they are not yet through the "Western Wall," as the Germans like to call their defences of the West. It is difficult to determine how far the "Wall" extends, for the depth of the zone can often only be determined by actual fighting. The growth in the size of the anti-tank gun, for instance, has made certain concrete block-houses obsolete: they cannot accommodate the latest guns, so these are found to be firing from new positions, often alongside the concrete erections of the original "line." Pill-boxes which should contain cannon of effective calibre sometimes, and for a similar reason, are found to house lighter machine-guns

On left—As the war in the West progresses week by week, a study of the map of the Western line seems to indicate that an effort is being made by the Allies to split the enemy's "fortress troops" into two separate armies or groups of armies. In the diagram given on the left, it will be observed that powerful thrusts are taking place in two defined areas: movement has largely lapsed in certain other areas adjacent to these. The Luxembourg hill frontier, for instance, has now become one of the quiet areas. The enemy's preoccupation is necessarily with the threatened industrial areas shown on the map. His resources—such as he has—must be available to guard those vital regions indicated within the two circles. These, at any cost, must not be invaded. Hence the high quality of the troops found to be opposing the Allies in front of the Ruhr and Saar industrial regions, so vital to the German war machine

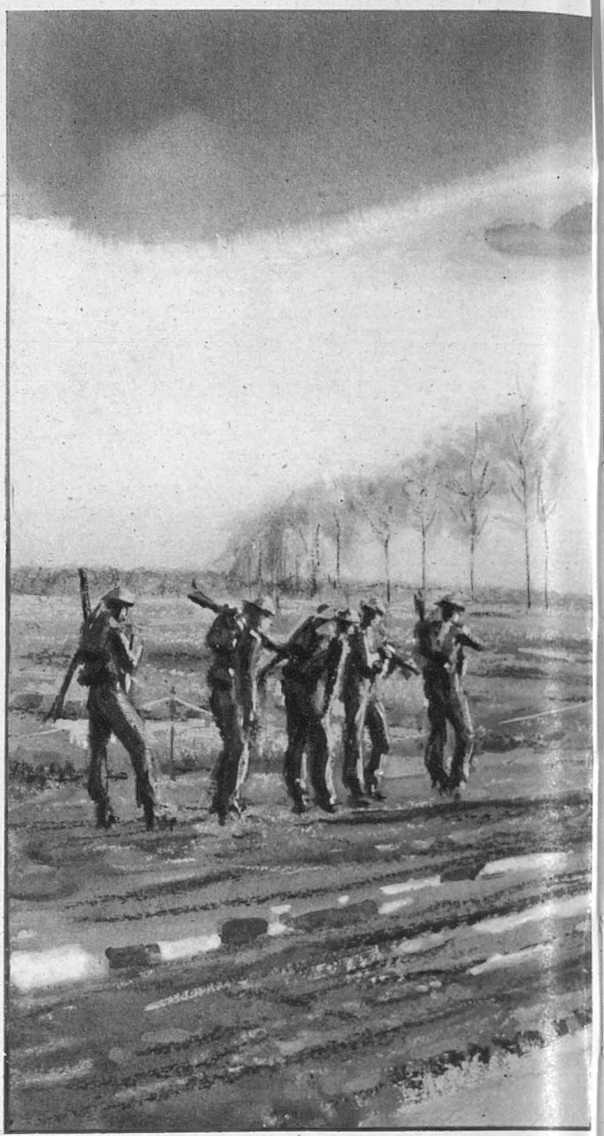
THE DUTCH NOW GUARD THEIR FORMER MASTERS: German civilians are here marching through Kunrade on their way to work on Dutch roads. They were formerly the guards of Dutch road-workers forced to labour for the Nazis. Now the tables have been turned and the Germans are working for the Dutch!

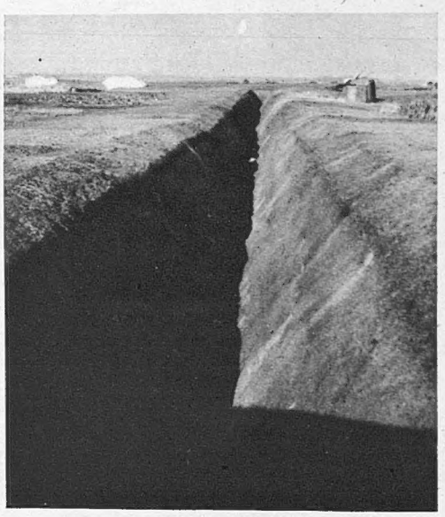
TANK DESTROYERS OF A BATTALION ATTACHED TO AN AMERICAN ARMOURED DIVISION are parked in the gardens of homes in Germany, awaiting the signal to move up to the front

THE CLEARING of the VENLO POCKET

And the Spanning of the Great Anti-Tank Ditch in Front of the Fortress City

—Special Sphere Drawings





THE DITCH GUARDING THE VENLO OUTER DEFENCES : 25 ft. wide and 12 ft. deep, it was crossed by British Churchill tanks at the opening of the attack at dawn on December 3

Men of one of Britain's finest regiments to-day hold Blerick—a town of about 10,000 people, which is actually a suburb of the fortress city of Venlo. This success represents the fulfilment of one of the neatest "setpiece" battles of this campaign.

A ring of defences marked the perimeter of the pocket forming the outer defences of Venlo. There was barbed wire 40 yards deep, a minefield, an anti-tank ditch 25 ft. wide and 12 ft. deep, with water filling the bottom, and finally a trench system with more mines and pill-boxes.

The attack went in at 7.45 a.m. on December 3, with the troops moving up from a starting-line almost a mile west of the anti-tank ditch. A tremendous artillery barrage supported the infantry. Mortar-fire ripped a way through the barbed wire before flail tanks rumbled up to carve a path through the minefields. Assault engineers spanned the anti-tank ditches, dumping huge bales of wooden stakes to allow tanks and Kangaroo troop-carriers to trundle across. Many Germans were found cowering in their trenches. They surrendered readily to our advancing troops.

JUST BEFORE 7.45 A.M. ON SUNDAY, DECEMBER 3: AWAITING ZERO HOUR FOR THE ATTACK ON THE VENLO DEFENCES—Sherman tanks and infantry prepare to go forward towards the "fortress city" seen in the distance. As the advance began, a tremendous artillery barrage opened up in support of the British foot-regiments executing "one of the neatest 'setpiece' battles of this campaign"—*Drawing by Edward Osmond*

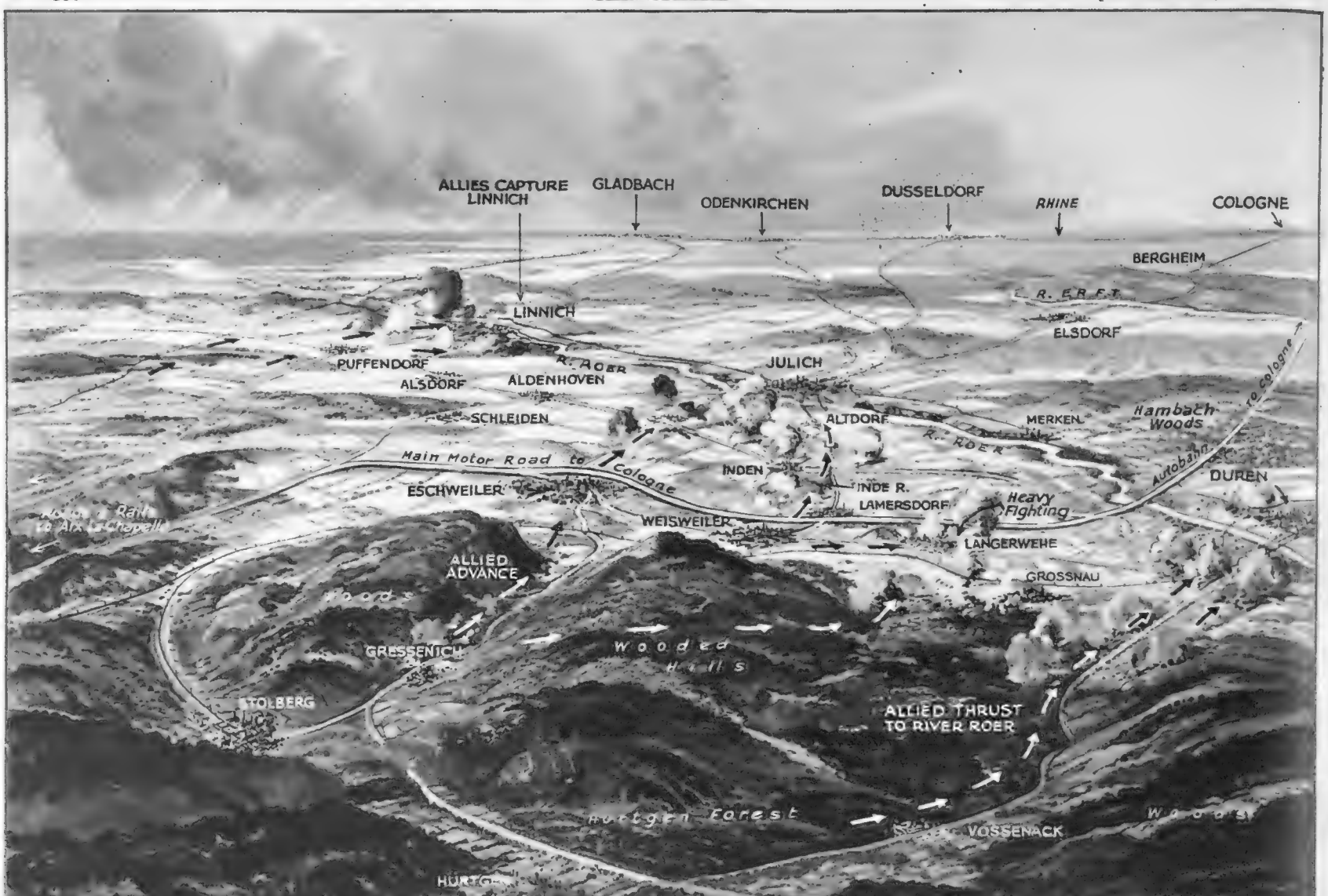
BRITISH TROOPS IN THE FRONT LINE NEAR VENLO: Tommy-gunners keep watch over a road beside the Maas within 200 yards of the enemy's lines. Despite the proximity of the Germans, not a soul is visible in this picture, as the road is commanded from both sides

On left—**THE GREAT ANTI-TANK DITCH, WHICH PROTECTED THE VENLO OUTER DEFENCES, is surmounted by means of fascines erected by the sappers**
—Drawing by W. G. Whitaker

On December 3, 1944, before dawn, a terrific barrage from massed regiments of artillery, including super-heavies, opened up on the last town held by the Germans on the west bank of the Maas. This was followed by an assault in which British troops supported by armour took part. One of the obstacles which the troops had to cross was a V-shaped, 25-ft.-wide, 12-ft.-deep anti-tank ditch on the western outskirts before Blerick. This ditch, which is cut across heavily-mined open country, was crossed by Churchills which had followed the lanes made by flail tanks. The ditch having been crossed, men of a field company, Royal Engineers, in Kangaroos, marked the lanes and dug in beside the obstacle. The drawing on the left shows the actual crossing of the ditch: the photograph in the upper left shows its appearance to-day, after its capture

The ALLIED ATTACK TOWARDS COLOGNE

By Way of the Hitler "Autobahn" and Through the Huertgen Forest



THE THREEFOLD ADVANCE TOWARDS THE INDUSTRIAL AREAS AROUND THE GREAT GERMAN CITY OF COLOGNE. The Allied thrusts through Linnich; across the main motor road known as the Hitler "Autobahn" and opened by the Führer himself some years ago; and through the dense, wooded hills of the Huertgen Forest—*Drawing by E. G. Lambert*

A tremendous struggle has been taking place along the roads leading from Aix-le-Chapelle to Cologne. The United States First Army, under General Hodges, made advances along the main road which runs through Eschweiler and Duren, and also cut across the fine motor road, or "Autobahn," opened with much ceremony under Hitler's regime before the war. The enemy seems to have been surprised when General Hodges started his latest offensive on November 15, having thought he was settled for the winter in Aix. This time the First Army pressed along the Eschweiler road, and through the northern portion of the Huertgen Forest, lying on the south of the road. The troops already knew the difficulties of forest fighting, for they had struggled through the southern section of the Huertgen Forest in an attempt to cut through in October. Now they started by capturing Gressenich. While one column was battling through the forest, another advanced on Eschweiler, the industrial town of 35,000 inhabitants, most of whom had evacuated. The Americans forced their way in on November 22, after a night's battle in black darkness, and then had to start work on "winkling" out the enemy house by house. Two days later the First Army captured Weisweiler.

The next obstacle was the Inde River, a tributary of the Roer, not very wide, but firmly defended. There was heavy fighting to get into the town of Inden. It was finally taken on December 3, and the troops crossed the river on a patched-up bridge, pushing on to Langerwehe, Luchem and Lucherberg. A fierce counter-attack at Lucherberg was broken up by concentrated artillery, Long Toms and 105-mm. guns.

After ten days of intense struggle the Americans broke out of the Huertgen Forest, taking the town of Grossnau, on the eastern edge, and were then on open ground at last.

ON THE ROAD TO VOSSENACK, IN GERMANY: Members of a tank destroyer stop to check their bearings on a road on the outskirts of the great Huertgen Forest. Here the Americans have been taking part in some of the most relentless fighting of the whole war

GERMAN CIVILIANS COME OUT OF HIDING: When troops of the American First Army entered Eschweiler, the remaining civilians came out into the daylight for the first time for several weeks. They had preferred to remain in the cellars to moving deeper back into Germany

TANKS OF AN AMERICAN ARMOURED DIVISION passing through the German town of Huchin, en route to Weisweiler. Their vehicles have been drawn up close to the abandoned houses : logs have been laid in the soft ground to bridge awkward spots in the road

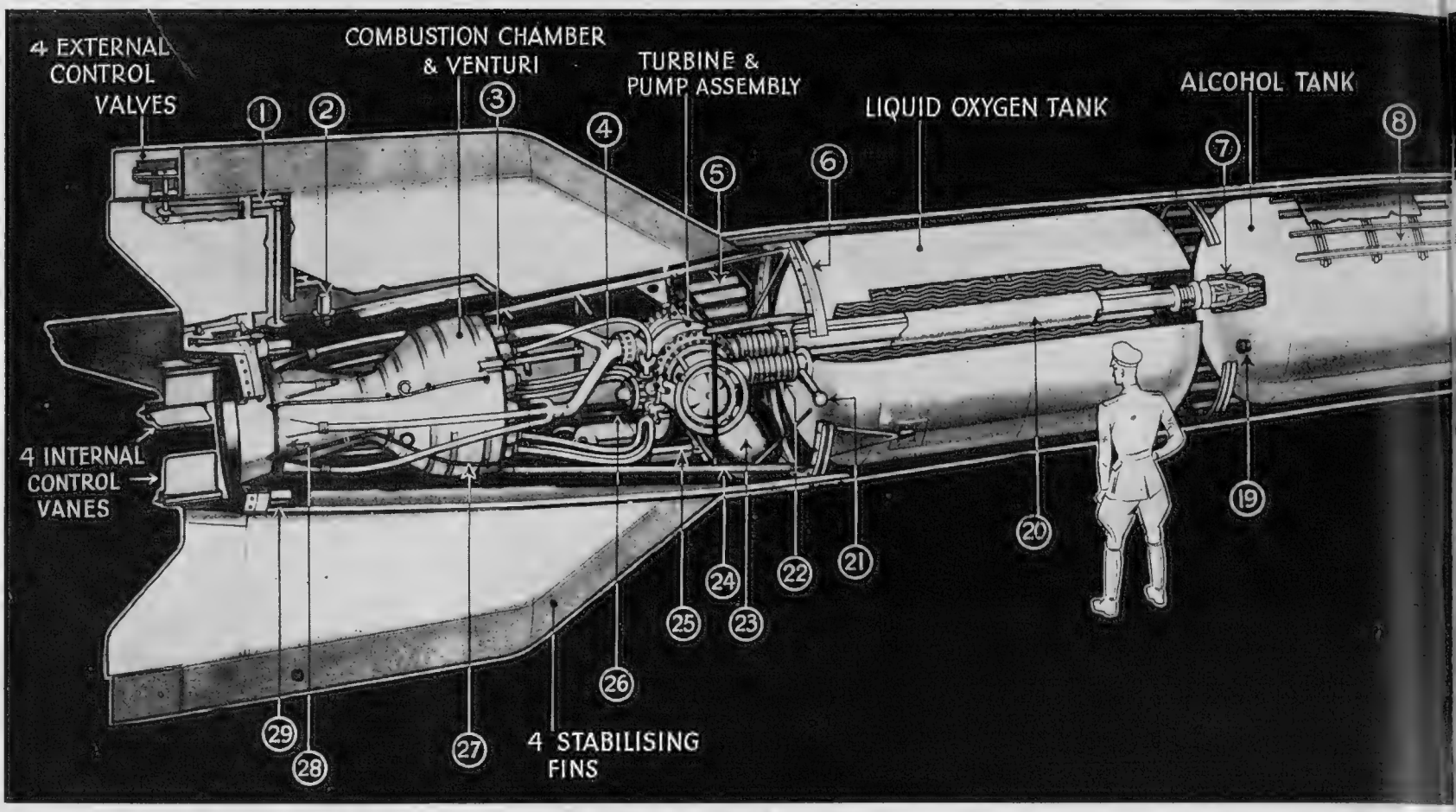
BETWEEN BATTLES IN A GERMAN FOREST : The men of a Graves Registration Unit evacuate the dead in lorries for decent burial behind the lines. At the same time, a Reconnaissance Unit, with armour, prepares for the next engagement with the enemy only 500 yards away. Note the crude nature of the forest road, covered with a thick coating of mud

"JUNGLE WAR" ON THE WESTERN FRONT : A SCENE IN THE HUERTGEN FOREST, IN FRONT OF COLOGNE, where the American First Army have been fighting through many German ambushes and massed mines amidst the densely-wooded glades—*Drawing by W. G. Whitaker*

The battle that is likely to become one of the most famous "forest campaigns" in the history of warfare is over. It ended when troops of General Hodges' First Army broke out of one end of the Huertgen Forest, with the capture of the road junction of Langerwehe (see map on facing page). Casualties were on a scale comparable with the grim battles of Belleau Wood and in the Argonne Forest in the last war. The woodland glades and stretches of forest, where the trees are often so dense that one walks in semi-darkness when the outer world is bathed in sunshine, have concealed the most violent forms of death. The soft ground in the forest has been heavy with rain, the road and tracks are quagmires of soft mud, and the small streams have been transformed into rushing torrents of icy water.

"I went miles through the forest to reach a forward infantry unit," wrote Mr. Stanley Nash. "It was an unpleasant drive through deep mud, often along tracks with mined verges, around hairpin bends on precipitous slopes, and over many Army bridges carrying the road across the streams. Right in the battle line I found the Command Post : it was a square chamber dug out of the soft earth of a tree-clad hillside and roofed and walled with logs hewn from the forest. Outside were all the sounds of war. Gun and mortar teams were very busy ; and above the trees American fighter-bombers were screaming down to launch their missiles on enemy positions. Inside the log-roofed dug-out a Colonel sat over his operational map. He was directing the battle which was in progress just over the wooded hill."

The Colonel and his men had been fighting continuously in the forest since mid-November. During the battle it had been impossible to provide the men with any dry clothing or even blankets, and it had been out of the question, owing to the nearness of the enemy, to light fires to make hot meals.



A SECTIONAL VIEW OF THE HUGE ROCKET BOMB, PREPARED FROM AN OFFICIAL DRAWING OF THE GIANT PROJECTILE. The main features of its construction are shown here: a key to the numbers on the drawing is given below

MORE ABOUT V 2

The Details of its Construction, and the R.A.F. Campaign against the Launching Sites in Holland

With Other Flying Pictures of Interest

In the sectional view given above, the numbers on the drawing represent the following: 1—Chain drive to external control vanes; 2—Electric motor; 3—Burner cups; 4—Alcohol supply from pump; 5—Air bottles; 6—Rear joint ring and strong point for transport; 7—Servo-operated alcohol outlet valve; 8—Rocket shell construction; 9—Radio equipment; 10—Pipe leading from alcohol tank to war-head; 11—Nose, probably fitted with nose switch or other device for operating war-head fuze; 12—Conduit carrying wires to nose of war-head; 13—Central exploder tube; 14—Electric fuze for war-head; 15—Plywood frame; 16—Nitrogen bottles; 17—Front joint ring and strong point for transport; 18—Pitch and azimuth gyros; 19—Alcohol-filling point; 20—Double-walled, alcohol-delivery pipe to pump; 21—Oxygen-filling point; 22—Concertina connections; 23—Hydrogen-peroxide tank; 24—Tubular frame holding turbine-and-pump assembly; 25—Permanganate tank (gas generator unit behind this tank); 26—Oxygen distributor from pump; 27—Alcohol pipes for subsidiary cooling; 28—Alcohol inlet to double wall; 29—Electro-hydraulic Servo motors

German scientists have been investigating the possibilities of developing giant rockets for the past twenty years. It was, therefore, not a difficult matter to turn these experiments in a warlike direction when the requirement arose for a very long-range weapon. And, from these beginnings, the V 2 was developed.

Although, undoubtedly, experiments will have been made with various sizes of long-range rockets, the one which has been standardised is a streamlined projectile 46 ft. long and 5 ft. 6 ins. in diameter, with a sharply-pointed nose, and carrying four large external stabilising fins at right-angles to each other at the rear. The projectile, when filled with fuel, weighs about 12 tons.

The V 2 is much more complicated in design and manufacture than the flying bomb. It consists of the following main assemblies, all contained in a shell-like structure which follows in construction the same general form as an aircraft fuselage:

(1) Nose, which contains an explosive war-head of 2,000 lb
(2) A compartment containing control equipment.
(3) Two large aluminium fuel tanks, one holding about 7,500 lb. of alcohol and the other about 11,000 lb. of liquid oxygen.
(4) A turbine-and-pump assembly, with a gas generator.
(5) A large combustion chamber and venturi into which the alcohol and liquid oxygen are forced through a series of jets.
(6) Two sets of control vanes. One set operates internally in the jet stream, and the other externally on the edges of the four stabilising fins.

The propulsive system of the V 2 is thus a rocket. It derives all its power from the fuel it carries, and does not depend upon external air for combustion. It can, therefore, operate equally well at extremely high altitudes where there is practically no air present. The method of launching and operation of the V 2 is quite simple. The rocket stands in a vertical position on a concrete platform or hard surface at the launching-point. The turbine, which is driven by super-heated steam produced by mixing very concentrated hydrogen peroxide with calcium-permanganate solution, is started up and drives the pumps which force the liquid oxygen and alcohol into the combustion chamber.

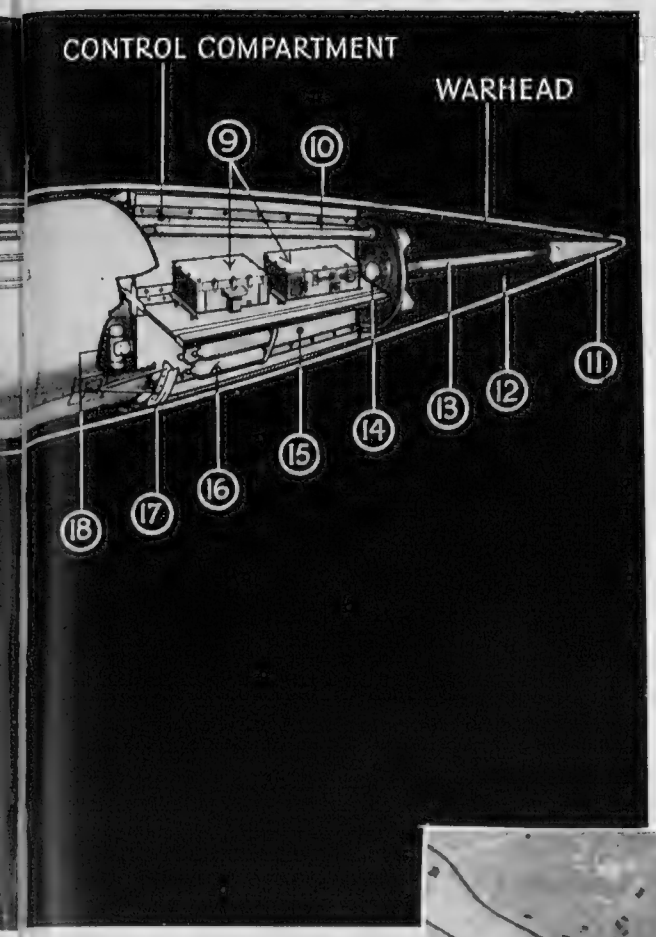
This mixture is then ignited electrically from some distance away and the rocket takes off. Once ignited, the mixture of alcohol and oxygen continues to burn violently. The products of combustion are forced out at a high speed through the orifice in the rear end of the venturi as a jet of very hot gases.

The point at which the fuel is cut off determines the range of the V 2. Since the rocket is pointing upwards at about 45 degrees when the fuel is cut off, and is travelling at a speed of about 3,000 m.p.h., it continues upwards, following the same path that would be taken by a shell fired at this angle. There is little air resistance in this region, so that eventually it reaches a height of over 60 miles above the earth's surface.

Rockets being fired against this country at present have a range of about 200 miles, and the total time of flight is about five minutes

THE R.A.F. ATTACKS ON THE V 2 SUPPLIES: Spitfires and Mustangs blowing up a lorry-load of war-heads on their way to a launching site in Holland—*Drawing by Roland Davies*

To carry out direct attacks on V 2 erection and launching sites, Spitfires and Mustangs of Fighter Command have recently extended their activity to the road and water transport serving the German sites with supplies. In a recent period of just over a week, Fighter Command aircraft, sweeping across the Low Countries at "zero feet," attacked lorries and cars, forty-eight barges, ten tugs, or power-barges, and concentrations of railway trucks, all believed to be directly concerned with V 2 supply and maintenance. More than half the road vehicles and about half the water craft were destroyed. Some of the cars and lorries were conveying equipment for V 2 sites and specially-trained personnel who man them. Some of the staff cars are thought to have carried executive officers concerned with V 2 operations



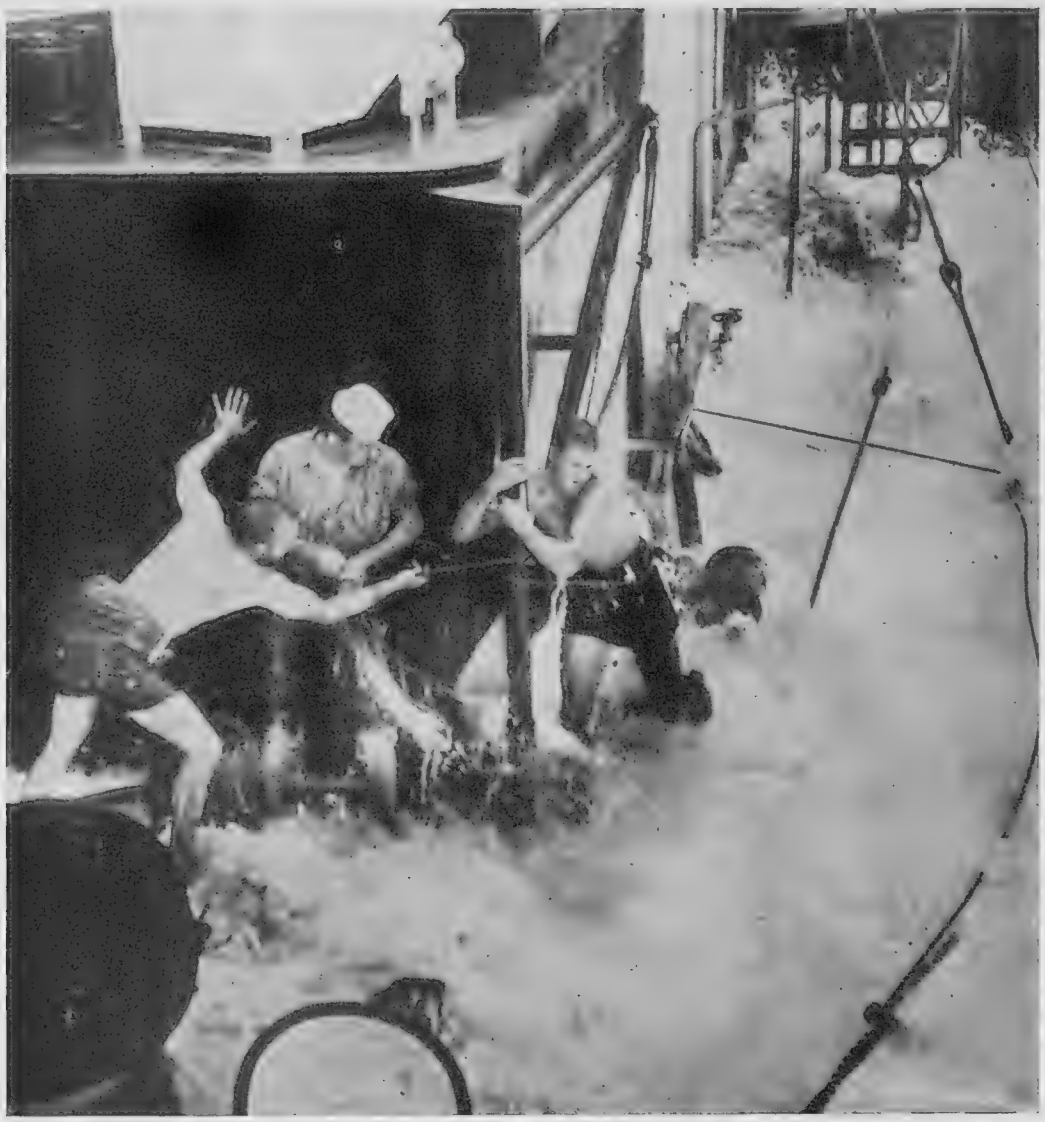
It is 46 ft. long and 5 ft. 6 ins. in diameter. en below on the left

THE LATEST AMERICAN ARMY GLIDER PHOTOGRAPHED DURING A TEST FLIGHT: Towed by an aeroplane, this motorless craft can carry heavy loads of troops and equipment. The grille in the nose is the intake of a series of air vents, designed to decrease wind resistance. It is the result of a long search by technical experts and engineers for a glider with the utmost of perfection in tactical use. Until now its design and construction have been kept secret

THE R.A.F. "DAMAGE PLOT" OF THE TOWN OF SAARBRÜCKEN: Approximately six square miles are included here. The solid black marks denote the visible damage in attacks up to October 25, 1944: the parts within the unbroken black lines denote areas which are from 50 per cent. built-up to fully built

On right—The Allied forces are now approaching Saarbrücken, the second largest industrial town in Germany, in which hundreds of acres have already been devastated by R.A.F. Bomber Command. Saarbrücken was not so heavily damaged by Bomber Command as Aachen, but most of the devastation, mainly by fire, is more recent, and for the first time the Allied armies should be able to see from the ground the effect of a major attack on an industrial town as a whole. It was estimated that there were some 225 acres of devastation in the town in October 1944, and the greater part of this, about 175 acres, was the result of an attack by Bomber Command on the night of October 5. At this time Saarbrücken had become an advanced base for the German Army. With five important trunk lines meeting there, it made an ideal centre of communications to and from the front, which at that time was only about 35 miles away. The town must have been packed with troops, on their way up to the front or on their way back from it, and masses of ammunition of all kinds were certainly stored there. The factories of Saarbrücken would also have been of great value to the German Army, for the repair of equipment. This was the reason for the attack on the night of October 5: it was tactical rather than strategic in its aim. The original population of Saarbrücken was 130,000, and it is the largest town in the Saar territory

A NEW STUDY OF A BRITISH HORSA GLIDER COMING IN TO LAND, showing its huge flaps lowered and its landing-wheels turned in before taking the weight of the aircraft. These gliders are of all-wood construction, and their landing gear is of the tricycle type. Fifteen fully-armed troops and their equipment are accommodated aboard



"THOSE THAT GO DOWN TO THE SEA IN SHIPS": A battle for survival aboard a tanker at sea—the crew face death during a raging hurricane which threatened to sink their heavily-laden vessel

NAVAL OCCASIONS

Homecoming after Action—and Other Incidents Connected with the War at Sea

Not all the threats on board ship come from enemy submarines or bombers. The elements, frequently, are just as ruthless as the Nazis, as this picture goes to show. The tanker, already low in the water owing to her great load of precious oil, had been battered during the course of a recent hurricane and her lifeboats had been stove in. As the gale raged, and as the waves swept over her long, low sides, the crew fought desperately to keep the ship afloat and to repair the damaged boats in case they should be needed. Life-lines were rigged everywhere along her decks, and to these the men clung desperately

A BRITISH "HUMAN TORPEDO" SINKS THE ITALIAN CRUISER "BOZANO" DURING A NIGHT RAID ON SPEZIA HARBOUR ON JUNE 21. The torpedo, having crept unobserved as near to its target as possible, is just about to submerge in order to fix the explosive charge to the cruiser's hull—*Drawing by Wm. McDowell*

On left—The German-controlled cruiser *Bozano*, last of the 8-in. cruisers with which Italy entered the war, was sunk on June 21 last by the crew of a "human torpedo," it was recently disclosed by the Admiralty. The operation took place inside the harbour of Spezia, in Northern Italy. Sub-Lieut. Causer and Able Seaman Smith dived under the *Bozano*, detached the torpedo's war-head and fixed the explosive charge to the cruiser's hull. The torpedo had been transported in a parent ship to a position outside the harbour, which was reached during darkness. Although visibility was exceptionally good and the harbour area was known to be defended by a battery of powerful guns, the presence of the parent ship was undetected, and the torpedo was successfully lowered into the sea. Shortly afterwards the crew of the parent ship saw bursts of tracers fired into the harbour: it was feared that the "human torpedo" had been detected. Later it was stated that Sub-Lieut. Causer was a prisoner in German hands: Able Seaman Smith is also missing. The former has been awarded the D.S.O., and the latter the Conspicuous Gallantry Medal. Aerial reconnaissance the following day showed that the mission had been successful, the cruiser lying capsized with most of her bows under water

HOME FOR CHRISTMAS: A BRITISH DESTROYER RETURNS TO HER BASE IN NORTHERN WATERS AFTER AN EXTENDED PATROL IN THE NORTH ATLANTIC. She is one of the Lookout class of 1,920 tons: on the right, the men of the harbour guard-ship welcome her as she slides into port—*Drawing by Montague Dawson*

At Christmas, the thoughts of all at sea inevitably turn towards home; but it is not all who are lucky enough to be in port at this season to "celebrate" on shore. In his drawing above, Mr. Dawson depicts one of the lucky ships, whose crew will shortly be leaving for a few days' leave in their own homes. Dawn is just breaking as the destroyer glides into her northern base. She is one of the Lookout class—vessels of 1,920 tons armed with 4·7-in. guns—and she has been on patrol for some weeks in the icy North Atlantic. This class, originally composed of seven ships, is now reduced to four, as three of them—*Laforey*, *Lightning* and *Lively*—have become war casualties

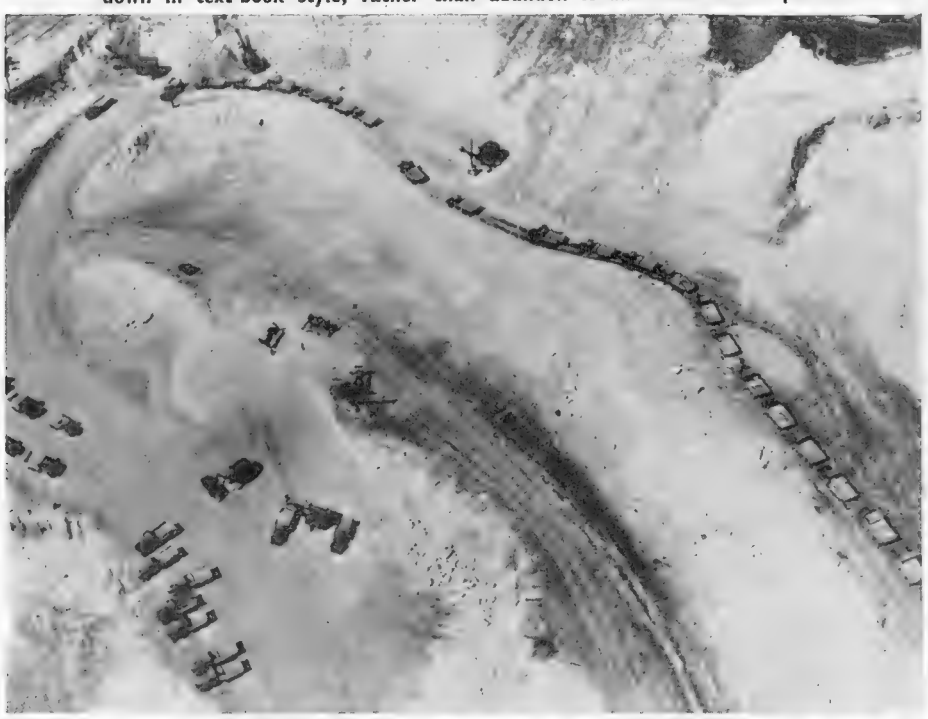
THE HOMECOMING OF A BRITISH AIRCRAFT-CARRIER: The scene on the flight deck as the Royal Marines band played the vessel into harbour after a successful "strike" against German shipping off the coast of Norway. Some of the aircraft were lined up on deck, together with seamen and flying personnel who participated in the action

TAKING FRESH SUPPLIES ON BOARD WHILST AT SEA: The oiler, s.s. "Luminetta," is here transporting depth-charges to the "Renoncule," a Free French corvette engaged on anti-submarine patrol. She is a vessel of 925 tons, built in a British yard and formerly known as "Ranunculus": her complement consists of some eighty officers and men

A HAZARD OF FLYING IN THE PACIFIC AIR WAR: This dramatic picture was taken just after the American fleet had engaged the Japs in action off the Philippines. The torpedo-carrying aircraft flown by Lieut. J. C. Huggins was damaged by enemy anti-aircraft fire: one landing-wheel was shot away, and the other could not be retracted for a "belly" landing. The pilot therefore had to land on the deck of his carrier in this dangerous fashion. He made a perfect approach and brought his machine down in text-book style, rather than abandon it and take to his parachute

FLYING OVER the PACIFIC OCEAN

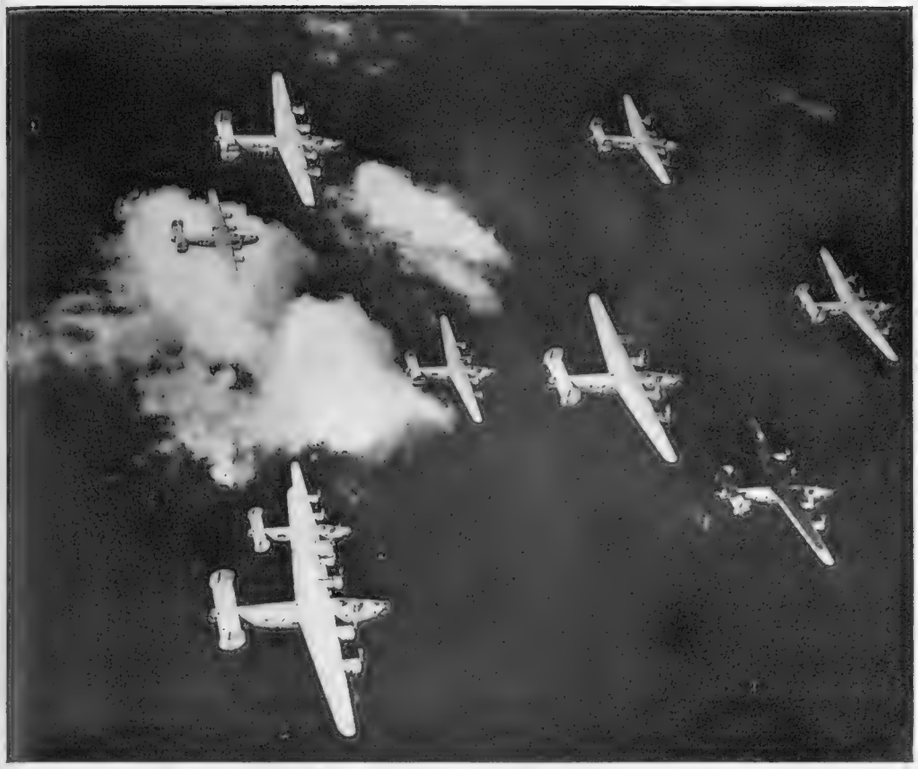
To Bomb Tokyo and Other Objectives by Means of American "Heavies" Flown from Saipan, in the Marianas



A BASE ON SAIPAN IS BUILT FOR THE USE OF AMERICAN SUPER-FORTRESSES. An aerial view of the scene on the island in the Marianas which is now being used for the Tokyo raids. The American engineers are here seen cutting into a mountain of coral to get material for the construction of the runways along which the huge B-29 Super-Fortresses can take off for the long flight to the Japanese capital

EN ROUTE FOR A TARGET IN JAPAN: Super-Forts flying over the island of Saipan. It is from this spot that the 1,550-mile-long flight to Tokyo begins. Many other parts of the Japanese mainland are also being visited with considerable bomb-loads by these powerful and well-defended aircraft. The construction of the American base on Saipan has greatly extended the range of action of the Super-Forts

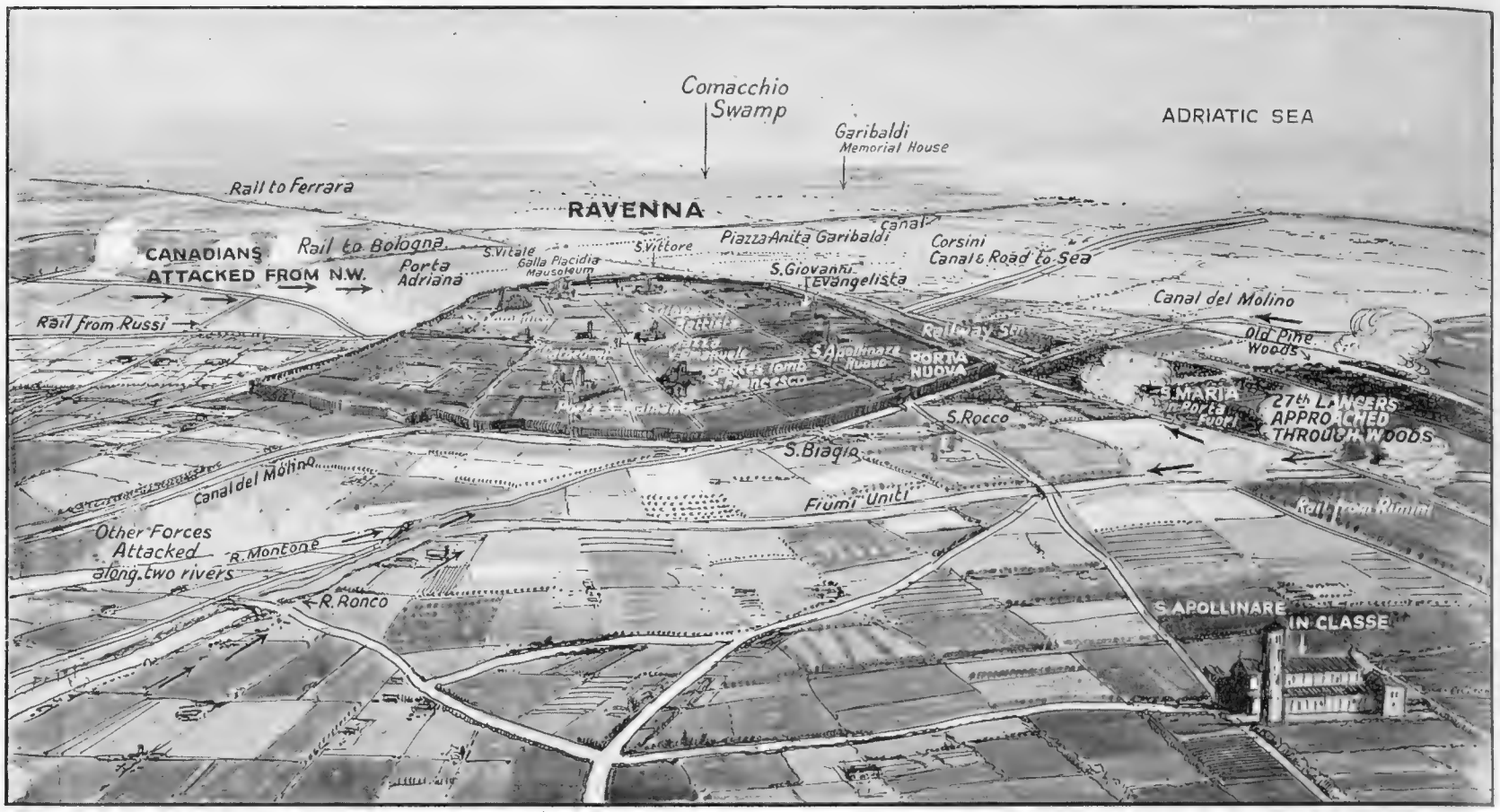
THE SCENE OFF LEYTE ISLAND, IN THE PHILIPPINES, WHERE THE strip at Tacloban Point, near the capital of the island: they are the American "heavies." The causeways leading from the beach to invasion. The capture of this airfield was one of the first



U.S. BOMBERS CONTINUE TO ATTACK THE PACIFIC ISLAND OF TRUK : In this striking photograph, taken from an accompanying plane, Liberators of the Seventh Army Air Force are shown en route from their base in the Marshall Islands to attack Truk, Japanese naval base in the heart of the Central Caroline Islands. Truk Atoll, whose lagoon is large and deep enough to harbour the entire Japanese fleet, had been 75 per cent. neutralised by mid-October 1944. The bombers of the Seventh Air Force have struck at this once powerful and heavily fortified base almost daily since May 1944, when they took over the job from the American Navy Carrier Task Forces which had previously been pounding it

A LIBERATOR SPREADS FIRE AND DESTRUCTION ON MOEN ISLAND, in the Jap-held atoll of Truk. Smoke is seen rising from the enemy's hangars and air-strips. Repeated attacks have now neutralised Truk as an effective base for enemy operations in the South-West Pacific

AMERICANS ARE ENGAGED IN BITTER WARFARE WITH THE STUBBORN JAP GARRISONS. This picture shows the armada of tank-landing ships anchored off the air- pouring a stream of Army equipment ashore for the reconstruction of the air base which will serve in further operations throughout the Philippines group by the ships were scraped out by bulldozers : bomb-craters are still visible over the whole area from the assaults carried out by the Americans before the actual achievements of the invaders : it, and others like it, are now being " turned around " with all the speed customary in American operations of this nature



THE MOST HISTORIC CITY OF EASTERN ITALY, RAVENNA, IS FREED BY THE ALLIED ARMIES. How the three lines of attack converged towards the city, from south, south-west and north-west. Also shown in this drawing is the location of the chief buildings within the ancient city walls. Ravenna is a treasure-house of mosaics and holds within itself the history of four centuries of culture—*Drawing by Percy Home*

THE CAPTURE OF RAVENNA

And Other News-Pictures from the Fighting Fronts in Italy

Ravenna has at last been cleared of the enemy, after a long and weary struggle. All through November the Allies have been within a few miles of the historic city on the marshes, and yet could not get past the final defences. The position of Ravenna was always one of great natural strength, owing to the swampy marshland at the back and the sandbanks guarding the approach from the sea. Even to-day the numerous waterways, canals and flooded rivers have held up the modern mechanised armies. The Fiumi Uniti Canal, formed by the two rivers Montone and Ronco, on their way to the sea, lay across their path, the whole area being flooded.

After the capture of Forli and the crossing of the Montone higher up, the Allies were able to get round towards the north of Ravenna, where they captured the airfield on November 22, the same day on which the Eighth Army got possession of the great basilica (2½ miles south of the city) of S. Apollinare in Classe, which stands in lonely grandeur among the marshes The campanile, probably used originally as a watch-tower, was found full of booby-traps left by the enemy, who subsequently shelled the basilica. In the days of Imperial Rome, Ravenna consisted of three towns—the main Ravenna, the port of Classis, founded by Augustus, and the straggling suburb of Cæsarea, which connected Ravenna with the port. Nothing remains to-day of Cæsarea or Classis, whose port has silted up, except the great church, rich in its untouched mosaics, but green with damp and disuse.

A bridgehead was made near Russi, south-west of Ravenna, against fierce opposition, and the troops joined up with other forces who had got over the Montone, advancing for the capture of Russi. Then, through a combined movement by the Canadians on the north-west and the 27th Lancers thrusting through the pine forest along the coast on the south, the Germans found themselves in danger of being completely encircled. They cleared out of the city on December 4, enabling the Allies to enter without opposition on the 5th.

It is said that the historic monuments of Ravenna are undamaged. From a military point of view the capture of Ravenna is a signal prize, the Army being within the city before the severity of the winter gales from the Adriatic could have swept over the attacking forces.

Among all the famous cities of Italy there is none like Ravenna, which holds within itself the history of four centuries, from the time when the Emperor Honorius fled there for safety from invading Goths till the time of Charlemagne, who removed most of the splendid palace of Theodoric, the great King of the Ostrogoths, who reigned in Ravenna. The city is filled with great churches erected during these four centuries, classical in structure but Byzantine in ornament, the walls covered with rich mosaics. The two finest churches in Ravenna are Sant Apollinare Nuovo and San Vitale, which possess the most rich and sumptuous mosaics, presenting pictures of saints and angels glowing in colour.

BRITISH TANKS LINED UP FOR A SHOOT AGAINST ENEMY POSITIONS NEAR RAVENNA. The capture of the latter city was announced on December 5. At once the Eighth Army followed up the retreating German troops beyond the city along the main road to Ferrara

THE LATEST "TANK-BUSTERS" OPERATING IN THE ADRIATIC SECTOR: These are 75-mm. guns mounted on half-tracks; they are manned by men of the King's Dragoon Guards, and are here seen in action during the fighting which culminated in the capture of Ravenna

BRITAIN'S "FIRST SOLDIER" IN THE FIFTH ARMY: Lieut. General S. C. Kirkman, C.B., C.B.E., M.C. Since the 13th Corps left the Eighth Army and came under the Fifth just before the attack on the Gothic Line, General Kirkman has been Britain's senior ranking officer in that Army. The 13th Corps was the original nucleus of the Eighth Army, around which Field-Marshal Montgomery's victorious Desert Army was built. General Kirkman's troops have been involved in some of the toughest fighting on the Fifth Army front. Above, the General is seen with his aide-de-camp, Lieut. M. A. Bankier, of the Welsh Guards

BRITISH TROOPS SALVAGE A TANK FROM AN ITALIAN RIVER-BED: Moving up towards Castel del Rio, a British tank got into difficulties on the wet road-surface. All the members of the crew climbed out and attempted to free the tracks, when the road suddenly gave way under the tank and the heavy vehicle plunged down the hillside into the Santerno River about 150 ft. below. The driver was killed. This picture shows how men of an Infantry Brigade Workshops Recovery Section of the R.E.M.E. salvaged the tank from the river-bed. The turret of the tank came to rest some distance away from the main body, as the tank somersaulted six times during the fall. Lieut. S. H. Medcalfe (of Hackney, London) and Staff Sergeant Hayward (of Camberwell, London) are here signalling the drivers of the recovery vehicles to stop, as the tank is drawn up

A COASTAL AIR FORCE STATION IN ITALY—a picture taken from the Flying Control Tower. In the background is a line of Mosquitoes; in the centre, a P-38 Lightning (on left), and another Mosquito on the right. Immediately below the Tower are two ambulances and the crash-tender, all of which are kept in constant readiness

MILITARY RAILWAY BRIDGES BUILT BY THE BRITISH IN ITALY: The bridge put up over the River Volturno, near Cancello

ONE OF THE DIFFICULTIES OF ROAD TRANSPORT IN ITALY: On the road to Bologna a 155-mm. "Long Tom" failed to negotiate a hairpin-bend on the Fifth Army's sector. It went off the road and a truck had to be pressed into service to pull it back—with considerable difficulty

ANOTHER VIEW OF THE 400-FT.-LONG VOLTURNO BRIDGE: As a result of the Allied advances in Italy, our armies are now called upon to build new railway bridges to replace those destroyed either by our earlier air attacks or by German demolitions, and thus make available adequate supply routes to the fighting fronts. This work is the responsibility of the Transportation troops of the Royal Engineers; a typical bridge which they have rebuilt is one over the Volturno River, near Cancello, on the Rome-Naples main line. This is shown in the two photographs above. It has a length of about 400 ft., and was reconstructed with lattice girder spans resting on the old stone piers. The latter had to be largely rebuilt, although their foundations were intact

AFTER THE GREAT BOMBAY EXPLOSIONS IN APRIL LAST : Damaged ships and litter from the dock buildings along the waterfront after the fires caused by the explosions had been got under control

WORK HAS BEEN RESUMED IN THE BOMBAY DOCKS, and shipping is once more filling the big port after one of the world's most terrible wartime explosions

In April 1944 a great tragedy occurred in India. An accidental fire broke out in a ship in the Bombay Docks which spread to some ammunition and adjacent warehouses, causing violent explosions which killed 730 people, injured over 1,000 (of whom 500 were detained in hospital), and left several thousands of people homeless. The fire was brought under control the following morning, and immediate steps were taken to send relief to the stricken portions of the city. But the damage wrought was very considerable, especially among the shipping in the harbour, as one of the two pictures given here shows

NEWS PICTURES from FAR AND NEAR

Showing Wartime Activities in Many Different Quarters of the Globe

INDEPENDENCE DAY IN ALBANIA : Partisan troops of the First Corps march past the saluting-base in Tirana, the capital. November 28 is Independence Day in Albania. On this day thirty-two years ago the Albanian people were freed from the oppressive Turkish yoke. This year, Albania celebrated its liberation from Italian and German control as well as its Independence. The First Corps of Partisans marched past the saluting-base in the capital town of Tirana as Halifax planes of the R.A.F. dived low in salute. The parade took place in the new part of the capital, which was built by the Italians. At the saluting-base were representatives from Russia, Britain, America and Yugoslavia

ABOVE THE HEADS OF THE GREAT CROWDS GATHERED IN TIRANA, Halifax planes of the R.A.F. sweep low in salute to Albania's new-found independence during the celebrations on November 28

MEDICAL SUPPLIES FOR GREECE : A consignment from England arrives in Corinth. This town is one of the many centres from which sulpha drugs, anti-malaria drugs, sulphur ointment for scabies, bandages, and other medical stores are distributed. The drugs are delivered in units designed to protect the health of 50,000 persons

GENERAL ROMULO ADDRESSES THE TEACHERS OF REOPENED SCHOOLS IN THE PHILIPPINES : Brig.-General Carlos Romulo is the Resident Commissioner of the Philippines to the United States and Secretary of the Philippine Department of Public Instruction ; he is here addressing a teachers' meeting in the Holy Name Academy at Tacloben, liberated capital of Leyte Island. Seated behind him on the dais, beneath a picture of Philippine President Sergio Osmena, are (left to right)—Father Luis Caintic, assistant pastor of the Santo Nino Parish ; Florentine Kapili, school superintendent ; and Leopold D. Cruz, acting principal of Leyte High School. General Romulo announced the reopening of schools in the liberated areas of Leyte on November 8, 1944, restoring the free education that was suspended by the Japanese when they began their occupation 2½ years earlier. In an earlier broadcast, quoting President Osmena, the General also said that "all schools throughout the country" would be reopened "as soon as military operations permit."

MAURICE CHEVALIER ENTERTAINS THE TROOPS IN PARIS: With him in this picture are Colonel Oscar Lolbert, of the U.S. Army (on left), and Mrs. Anthony Eden. The well-known French stage and screen star was making an appearance at the Allied Services Club

GERMAN GIRLS CAPTURED BY THE ALLIES: These young women were taken prisoner at Strasbourg. They were serving as women members of the Luftwaffe and as nurses with the German Army. When this picture was taken, they were awaiting transportation to a prisoner-of-war camp behind the Allied lines

RUSSIA'S GREAT DNIEPER DAM BEING REBUILT: The present state of the huge barrage which was partially destroyed in August 1941, when the Red Army retreated from the Ukraine: Started in 1927 and completed in 1932, the Dnieper Dam was the first completed project of Stalin's Five-Year Plan in the industrial field: it contained and controlled the flow of the Dnieper River and supplied power to a big area. It was partially destroyed by the Russians in their 1941 retreat from the Ukraine, and further wrecked by the Germans when it became their turn to withdraw. The dam is now being rebuilt and is expected to be completed within eighteen months. This picture was taken by Major-General Philip B. Fleming, American Federal Works Administrator, while on assignment by the President to study Soviet reconstruction and methods

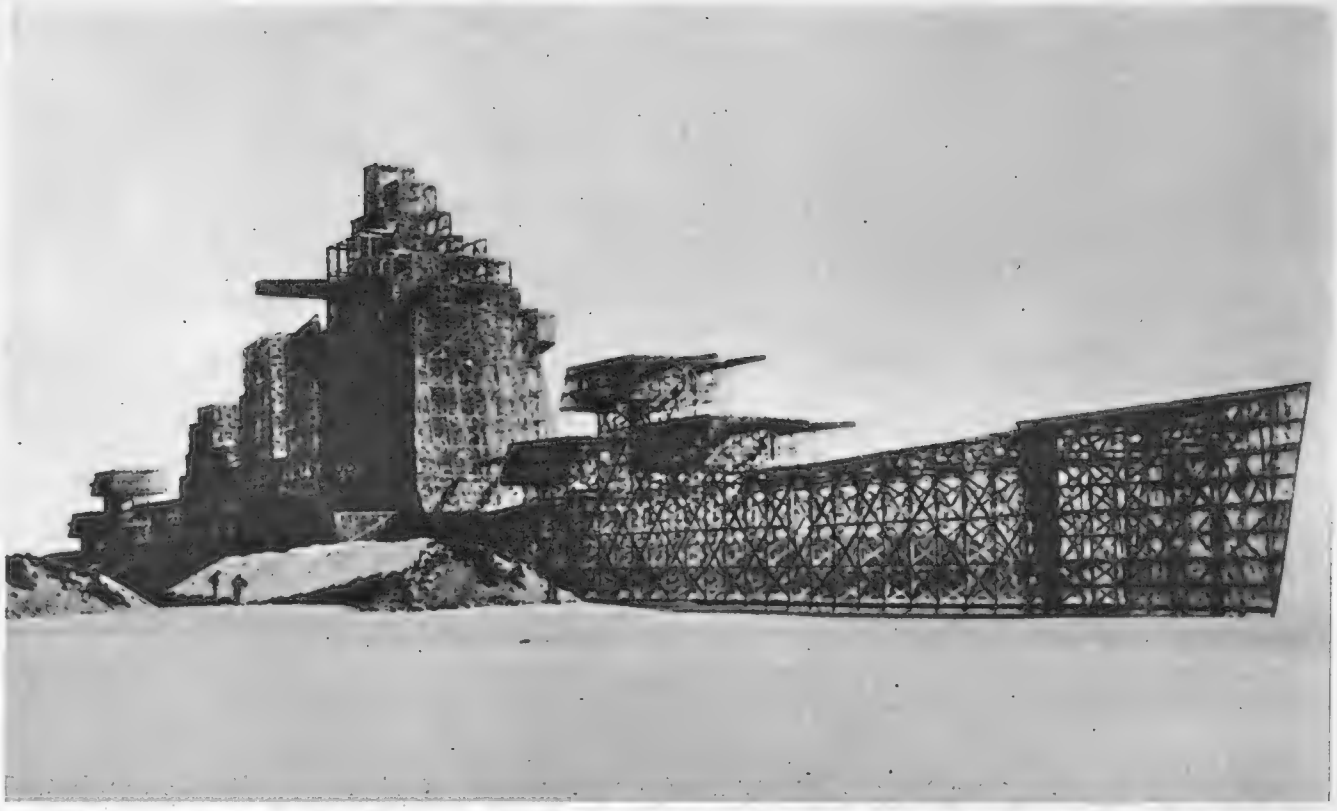
THE PRESIDENT OPENS THE CHRISTMAS "SEAL SALE": Officially opening the 38th Annual "Seal Sale" of the National Tuberculosis Association and its 2,500 affiliates, President Roosevelt became the first purchaser of the 1944 Seal when he accepted a sheet from Postmaster General Frank C. Walker, at the White House. The "Seal Sale" is conducted throughout the United States from November 27 to Christmas, to raise funds for the tuberculosis control work of the voluntary association

A GREAT WORK IS BEGUN IN NEW SOUTH WALES: The first span of the new Hawkesbury River bridge (on left) is being moved into position. When completed, it will be the largest of its kind in Australia. The existing bridge is seen in the foreground: structural defects having been discovered, this is now to be replaced. The new span, weighing 950 tons and 347 ft. 6 ins. in length, was placed in position on the full tide and came to rest on its piers as the tide fell. The complicated job was done without a hitch. The seven-span girder bridge on the right, now being replaced, crosses the river on the main line from Adelaide to Brisbane

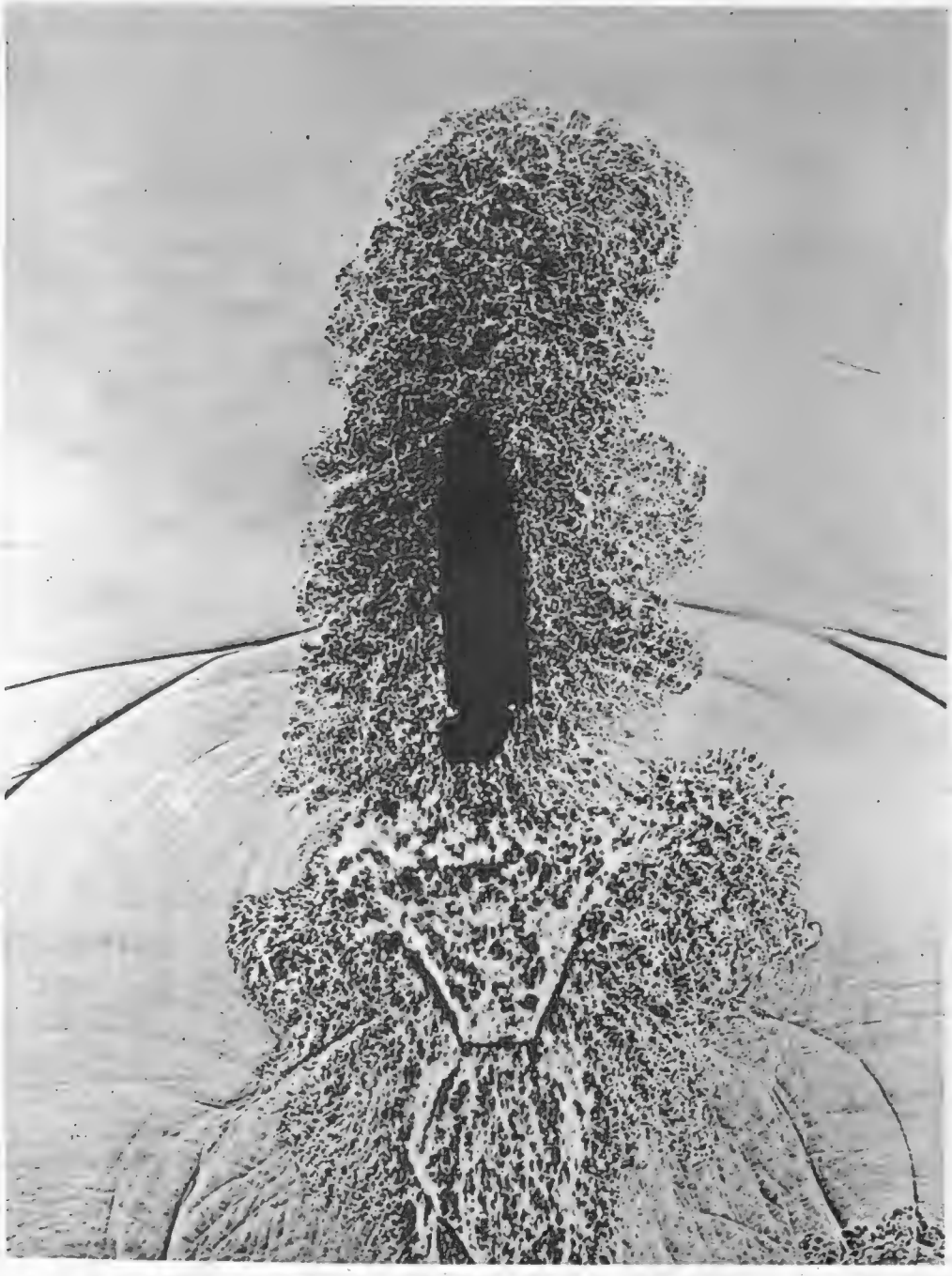
ENGINEERING and MECHANICAL FEATS

To Aid in the English and American War Efforts

The replica of the Japanese battleship shown on the right has been erected on a desert in the western United States: it is used by American air crews to improve their gunnery marksmanship and attain a high degree of precision in bombing. Their skill and patient rehearsal are paying rich dividends in the Pacific, where at least 366 major enemy warships have been definitely sunk since the start of the war, many of them by aircraft. Four hundred and forty-two other Japanese warships and millions of tons of merchant shipping have also been severely damaged or sunk in this period—which does not include losses since the great second battle of the Philippine Seas

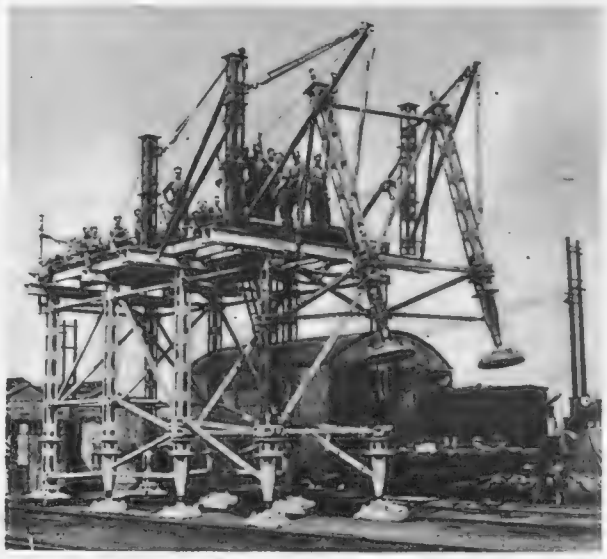


THE SECRET BEHIND THE AMERICAN BOMBING SUCCESSES IN THE PACIFIC WAR. This replica of a Japanese battleship has been built on land for target practice by U.S. air crews: it has been constructed out of timber baulks, but the proportions of the "ship" have been accurately maintained on the desert sands



AN AMAZING PICTURE, WHICH SHOWS SOUND BEING PHOTOGRAPHED BEFORE IT COULD BE HEARD! Engineers in Schenectady developed the photographic technique shown in this picture—one of the most outstanding yet made of air-flow conditions, in which sound is pictured before it can be heard. A gun was fired, expelling the mass of air in the barrel ahead of the bullet; then the bullet itself; and, finally, the hot gases which give the bullet its speed. The picture was taken in less than one-millionth of a second—so fast that the sound-wave produced by the explosion of the shell had not yet had time to form

THE WARTIME WORK OF THE L.M.S.



AN ARMY BRIDGE IS BUILT IN THE RAILWAY WORKSHOPS: Soldiers testing a "unit construction bridge" before taking delivery of it from the L.M.S.

ONE OF THE "ARMADILLOS" MANUFACTURED BY THE L.M.S. during the Dunkirk period. These were built for the protection of airfields in case of enemy landings

One of the best-kept secrets of the war has just been released. Forty-four thousand L.M.S. workers have been building tanks, guns, planes, assault craft, bridges, armoured trains, etc., for five years with no public mention of the very fine work they have done. The L.M.S. energies were concentrated in their seven workshops, and one-third of the work carried out was on Government contracts. The list of things they have produced makes most impressive reading, especially when it is realised that the everyday work of maintaining 8,000 railway engines, 295,000 wagons and 22,400 carriages had also to be carried out

AFTER HAVING BEEN FLOWN OVER "THE HUMP" OF THE HIMALAYAS: Chinese mechanics place a motor into the frame of an American Lend-Lease jeep which they assembled on the Burma Road near the Salween River front

PARTS OF AN AMERICAN LEND-LEASE JEEP, disassembled on one side of a mountain, are being carried over steep trails by Chinese soldiers and labourers for re-assembly on the Burma Road. The jeep was delivered to Lieut.-General Soong Hsi-Lien, Commander of the Chinese Eleventh Army Group, who used it to test roads over which captured Japanese vehicles were to be driven

PROBLEMS OF SUPPLY IN BURMA

And the Drive to Re-open the Famous "Burma Road" into China

The two pictures given above show one of the difficulties of getting military supplies into China. The jeep was brought over "The Hump" by plane, disassembled on one side of a precipitous mountain and carried in pieces nearly 15 miles over tortuous trails to a Chinese base. Seven Chinese mechanics assembled it successfully for delivery to the Commanding General of the Chinese Eleventh Army. Chinese officers and men are now learning the care and use of such modern equipment at American Y-Force bases in the Far East.

PIPES FOR A 2,000-MILE OIL LINE ARRIVE IN BURMA BY PLANE: These are 4-in. in diameter and were transported by C47 transport aircraft. They were loaded direct on to lorries drawn up on the airfield

THE PIPES ARE CARRIED THROUGH THE BURMA JUNGLE to a spot eight miles south of Warazup during the building of the line: A 2,000-mile pipeline, from India to Burma, has now been completed by the 776th Engineer Petroleum Distribution Company. This tremendous feat of engineering is now delivering thousands of gallons of oil and gasoline to the Burma area. During the construction, lengths of pipeline were delivered by American transport aircraft, and then manhandled through the dense jungle

THE 36TH BRITISH DIVISION IN THE DRIVE TO OPEN THE BURMA ROAD. Three sizes of rubber boats taken from the Japanese north of Mawlu. The men in this picture are members of the Royal Scots Fusiliers, who are now using the boats to ferry supplies across the river: Four main Allied Army Groups are advancing on to Mandalay, Burma-China transport centre. The 5th Indian Division has advanced from Imphal to Kalewa, the objective of the East African Division pushing down from the north. The 36th British Division, with whom these pictures were taken, have advanced from Mogaung, via Mawlu to Pinwe, from whence a railway runs to Mandalay. Chinese troops, under the American Generals Wiedermayer and Sultan, are driving on to the Burma Road from the north and north-east

JEEPS AND TRAILERS OF AN ASSAULT FIELD REGIMENT OF THE 36TH DIVISION negotiate a muddy track while moving up to Mawlu during the advance towards the old Burma Road

SIX WARTIME CHRISTMASSES

Where We have Stood at the End of Each Year—from the Period of the "Phoney War" to the Present Eve of Victory

Described by CHARLES GRAVES

FOR the first time in living memory this country will, by next week, have spent six consecutive Christmasses at war. It is just as well, perhaps, that none of us realised in 1939 that we would still be at war in 1944. That first Christmas was still during the "phoney" land-war period.

And M.F.H.s had been privately advised not to put down their hounds, because life was expected to be normal within a year.

I had just come back from my first tour of the Front, during which the King, accompanied by all his leading Generals, inspected the troops near Mouchy, on the borders of Belgium and France, and within less than an hour's flying time from German aerodromes, his only immediate protection being No. 85 Squadron and No. 87 Squadron. At that time, however, not a single bomb had been dropped on England or France or Germany by either side.

At sea it was a different matter. The *Graf Spee* had been forced to scuttle herself; the first Canadian Division had just arrived in London, in spite of the dangers from the U-boats.

Lord Haw-Haw, then nicknamed Uriah Harbottle, was beginning to make a name for himself; the British Purchasing Commission had just set up shop in New York, all set to spend all Great Britain's available assets in the United States. What I described at the time as "dim, useless fairy lights," the first of our real black-out restrictions, were inaugurated three or four days before Christmas. Poland, of course, had been overrun, but we were congratulating the Finns on resisting the Russians so heroically! Nobody had the slightest idea of the débâcle that was due within five months except, perhaps, General Dill, who had said to me at Douai that he hoped that the War Office knew what it was doing, because he didn't.

By Christmas 1940 we were all hoping that the almost intolerable raids on Great Britain as a whole and London, in particular, would have a respite, at least from midnight of December 24 to the dawn of Boxing Day. Nor were we disappointed. Air raids were occurring by day and night. There were two during the brief In Memoriam service for the late Lord Rothermere. Sometimes the raids lasted over fourteen hours. The top floor of my own house had been set alight a few days before. The Italians were in Greece, but the Greeks were putting up an unexpectedly good show. Liverpool was being badly bombed; General Wavell's temporary advance was going well, and Bardia seemed to be on the point of falling. The Royal Horse Guards were at last becoming mechanised. The Pope made his usual broadcast, while Churchill addressed the Italian nation, promising it bitter retribution. Unfortunately, the weakness of the B.B.C. made it inaudible to Italy.

On the morning after Boxing Day the Germans started shelling Dover at 4.30. Great Britain was still fighting alone against Germany, and only the gesture of the Home Guard seemed to prevent invasion.

The Christmas of 1941 was the worst of all, True, the United States had come into the war as the result of Pearl Harbour. True, Russia had been forced into war by the German invasion.

But it was still not clear whether Stalingrad could survive; General Alexander was doing his best to extricate our troops from Burma; *Prince of Wales* and *Repulse* had both been sunk by the Japanese, and it looked very much as though Australia was wide open to the yellow men.

Rommel was making his name in the Middle East; Hong Kong fell on Christmas Eve; the Prime Minister had hurried to the United States. But the big news was that Hitler had announced his self-appointment as Generalissimo—the first real proof that the German Army had failed at the last minute with its subjection of Russia. The last of the railings were taken down in Hyde Park, and Senator Nye announced that England had been trying for months to get Japan to attack the United States!

The Christmas of 1942 was much more cheerful. El Alamein had been fought; we and the Americans had landed in North Africa, where, however, we had been driven back twenty miles at Tunis. But the Germans and the Russians both claimed to be annihilating each other.

On Christmas Eve Darlan was assassinated shortly after he announced that the French warships would join us and fight against Hitler. This Christmas was enlivened by the front-page news story about the Home Guard who claimed to have flown to Duisburg in an R.A.F. bomber. There was no bombing of London, and it was far less cold than the Christmasses of 1940 and 1941, when even the sea was frozen for several yards at places as close to the capital as Southend. Optimism was in the air, and I recorded at the time the genuine probability that there would be no black-out for Christmas 1943. Last Christmas, if you recall, the Prime Minister had followed up his visit to Quebec with his visit to Teheran, but got pneumonia and had to be given M. and B. while recuperating at Marrakech. Influenza in England had become a real epidemic, and thousands of people died. Air raids were once again in full swing, but the rocket batteries made a satisfying noise although their projectiles were still on the secret list.

Plans for the invasion of the Continent were presaged by the isolation of the Irish Free State and the removal of the immunity of the Diplomatic bags of Neutral embassies in London. The Fifth and Eighth Armies were supposed at the time to be poised for the final assault on Rome, which, however, only came six months later.

The American Eighth Army Air Force was at last reaching a tangible strength, and the sound of their engines as they droned over London to Frankfurt and other parts of the Continent was most agreeable.

The chief news on Christmas Eve was the announcement that Stalin had altered the words of the Internationale—a further step in the profound change-over of all Russian idealism, and an official cessation of the invitation to the workers of the world to unite against their Governments.

Already the V-1 installations in the Pas de Calais area had been bombed for nearly three weeks by Typhoons and other aircraft. The Government's anxiety about these mysterious L-shaped sites was very considerable. On Christmas Eve the Pope made a broadcast in which he definitely presumed that the war would be over in 1944, and General Eisenhower was officially made Supreme Commander-in-Chief of the Armies of Liberation, with General Montgomery returning from Italy, where General Alexander remained as second-in-command to General Maitland-Wilson.

The most cheerful news over the Christmas holidays was the sinking of the *Scharnhorst* by the *Duke of York*. Influenza was once again rife in England. On the Eastern Front the Russians began a big attack from the Kiev salient. Rommel was said to be inspecting all the German defences in Denmark, and many people thought that we would invade Denmark first. The weather was mild and warm; enemy air activity was very slight. Nobody had the faintest idea of the violent blitzes which were to kill so many people in February, much less the start of V-1 and V-2.

On September 3, when the Guards' Armoured Division advanced 60 miles in one day, it looked as if the war could be over within a month. Indeed, did not most of our leaders, including Mr. Anthony Eden, make optimistic prognostications all along the line?

Thousands of pounds have been won and lost over wagers about the length of the war. Already this one has now lasted a complete year longer than the 1914-1918 struggle. If one looks at the position now, even with the American Armies in France apparently short of shells in spite of their having been the vaunted arsenal of Democracy for the last three years, it really does seem certain that this will be our last black-out Christmas. But who can tell what other unpleasant surprises Himmler still has up his sleeve?

ON THE EVE OF CHRISTMAS 1944: Two tiny refugees evacuated in a wheelbarrow during the British onslaught on Blerick, on the River Maas, opposite Venlo. When the photographer found them, marooned on a muddy and flooded road, they were contentedly munching Army biscuits given to them by British soldiers

A CHRISTMAS PARTY FOR DUTCH CHILDREN GIVEN BY SHAEF: On the Eve of St. Nicholas, December 6, children evacuated from forward areas in Holland were given a party by officers and men of the Shaef Mission. They were entertained with a Punch and Judy show (a popular form of amusement with Dutch children), followed by cocoa, tea, cakes, etc. Later "St. Nicholas" (the Dutch Santa Claus) handed out gifts of toys and chocolate, the latter having been saved from the men's weekly sweet ration for the occasion. The Eve of St. Nicholas in Holland corresponds to our own Christmas Eve. When this picture was taken, the little Dutch girl (wearing a Scottish soldier's glengarry) was being enthralled by the Punch and Judy show

WINTER FOR THE BOMBED-OUT GERMANS—a rail-car village in Western Germany. To give shelter to the tens of thousands of bombed-out people, "villages" of disused railway carriages are being assembled by the Nazi authorities. They are mostly freight wagons, which are used with very few alterations and which have been placed in parallel "streets" as shown here

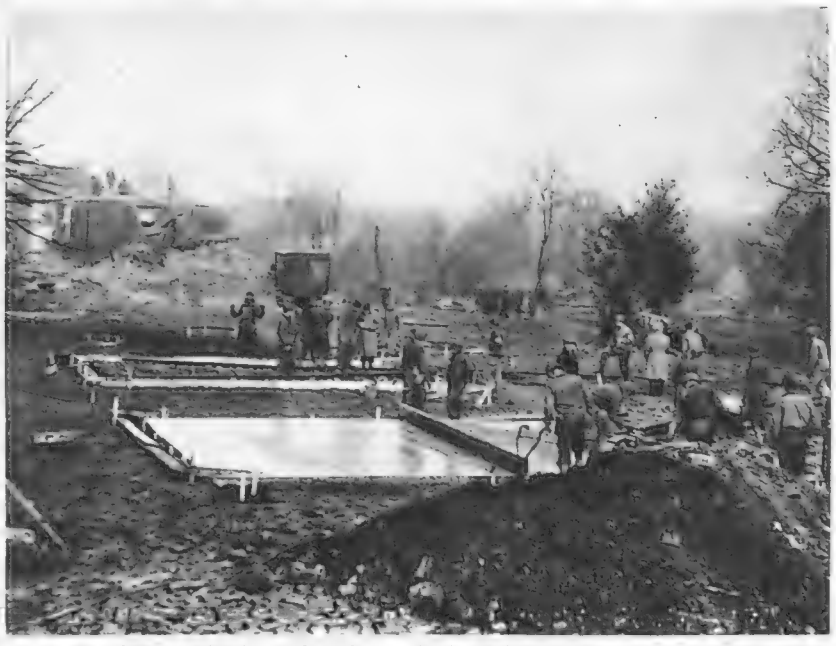
The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

THE PHŒNIX HOUSE, WHICH IS REALLY A DUPLICATE OF THE IMPROVED PORTAL, but carried out (apart from its framework, which is of steel) in asbestos, concrete or other substitute material. A specimen has been erected on the estate near Staines belonging to Mr. John W. Gibson, one of the constructors of the Normandy "Mulberry" harbours

MORE ABOUT the ENGLISH HOUSING PROBLEM

The Government have been keeping details of the Phœnix house on the "secret list"; but it has already been discovered that this new one-floor building is similar in every respect to the all-steel Portal, except in the materials used in its construction. The Portal contained only steel: the Phœnix has only its framework in that material, the rest of the house being of asbestos or concrete, or other substitutes. It has a living-room, two bedrooms, a bathroom and a kitchen fitted with refrigerator and built-in cupboard: the inside walls are of plywood and fibrewood. It is understood that labour and materials will soon be available for a start to be made on the work of construction, and that firms which participated in the erection of the Normandy "Mulberry" harbours will be amongst those called upon to build the new Phœnix houses.

ASBESTOS HUTS FOR LONDON RAID VICTIMS ARE NOW BEING ERECTED ON BOMBED SITES IN HACKNEY. These are of prefabricated manufacture and can be erected within three days: they contain two bedrooms, a scullery, a living-room with open coal-fire, and electricity for cooking and lighting. They are now being put up on a cleared bombed site in Eleanor Road, where the necessary electricity, water and other services are available for "laying-on." Others of this type have been erected in Poplar. It is not intended that these should serve as permanent structures



THE AMERICAN ARMY COMES TO THE AID OF LONDON'S HOUSE-REPAIRERS: *On the right*—A general view of a bombed site with the foundations of the first temporary houses in the foreground, whilst demolition work still goes on in the background: *On the left*—concrete foundations being prepared in quick time

With mechanical shovels and bulldozers, men of the United States Corps of Engineers are now tearing into London's bomb-damaged buildings to make way for the thousands of prefabricated homes necessary to house the victims of the German air raids. The advance guard of the building squads opened their campaign in the district of Lambeth: additional squads are now attacking other blitzed boroughs within the London area. Three thousand American soldiers, all skilled in the building trade, have been thrown into the drive by General Eisenhower to clear bomb-wrecked buildings, erect prefabricated homes and to repair shattered houses

The World of Books—By Vernon Fane

A CHOICE OF BOOKS FOR CHRISTMAS

The Development of Modern Man; Adventures of an Irish Governess; A Collection of Verses and Anecdotes; Two Lovers Through the Ages; A B.B.C. Serial in Book Form; And Others

AS Christmas approaches, the bookshop is our Mecca. We are looking, of course, for light and neutral stuff that will do just as well for Auntie Maud if we decide to give that tray-cloth to Auntie Dora after all. We hardly think in terms of weighty volumes like Lewis Mumford's THE CONDITION OF MAN (Secker and Warburg. 25s.), which nowadays only America has the paper to print. But it is the most important book on my desk this week, and so I must ask you to take a deep breath and forget the season's obligations for a while. Let 's fry a fish for ourselves.

The author will be remembered for that engrossing work *The Culture of Cities*. Here he has set out to unravel the tangled elements of Western man's spiritual history. "My aim," he writes, "has been to give a rounded interpretation of the development of modern man, and to show that changes in his plan of life are necessary if he is to make the most of the vast powers that are now his to command."

What Mumford has done is to take the brain of modern man to pieces, by tracing the history of the major ideas that have gone to the making of his personality. Suppose a man alive to-day had been born in Ancient Greece, and had lived through every intervening age. During that time he would have worshipped at many different shrines, turned aside from many false gods, ridden after many a will-o'-the-wisp, and wearily climbed out of countless Sloughs of Despond to buckle on his armour anew in his urgent quest for truth and beauty, happiness and justice. You may shudder at the thought of such a poor creature, but in fact you are that man.

We know the Greeks had the first democracy, but why didn't it work out. Here are all the answers. What fatal canker at the root destroyed the all-powerful Romans? How did the Church achieve such tremendous sway, and why did its power break up and decline? My history books always gave me the impression that at the appropriate time someone said: "Really, the Middle Ages are getting quite boring! It 's *high* time we started on the Renaissance. Leonardo, get cracking!" What actually happened was far more complicated and interesting.

Perhaps what is most admirable is the author's co-ordination of parallel lines of development. In life, art and science and religion and fashion evolve side by side with changing sexual habits and revolutionary business methods and extraordinary new ways of making a career. Books tend to split all this up into separate categories, and we have to fill in the gaps ourselves. Here we have a synthesis as well as an analysis. This book preserves that multiplicity of interest, and so it has the same fascination as life itself. It is not enough to say that this is a good, useful and tremendously readable work: it throws a new light on the meaning of existence.

The new novel by Maura Laverty, author of that charming book of reminiscences, *Never No More*, is called NO MORE THAN HUMAN (Longmans Green. 8s. 6d.). It describes the adventures of a naughty Irish governess who goes to Spain when she is seventeen. This is in 1924. She had visualised Spain as a laughing, bare-shouldered girl with a rose in her hair. Spain turns out to be a bleak-eyed, forbidding wardress, with a bunch of keys in one hand, a penal code in the other. Delia Scully has a roving eye for an attractive man, and several times this gets her into trouble with her employers, who admittedly had a lot to put up with. Eventually, she gives up trying to be a governess, and—after narrowly escaping seduction—she becomes an office worker and becomes engaged to be married. But she does not marry in Spain: her fate is waiting for her elsewhere—in her own native land. The book will delight everyone who knows Spain. It conjures up the atmosphere of the country and the people with knowledge and charm. I must admit that I found the story itself a bit disappointing. With such good material it could have been outstanding, but the plot is episodic. But it is an amusing little hussy of a novel which most people will enjoy.

A NEW YOUTH HOSTEL IN SCOTLAND: Auchendennan Mansion-House, on Loch Lomond. This fine building and estate at Arden is picturesquely situated on Lomondside and commands one of the finest views of the Ben. It has just been acquired by the Scottish Youth Hostels Association. Alterations have to be made and equipment installed before it can be opened, but it is hoped that accommodation for at least 400 persons will be ready in the early part of next summer. The mansion-house, which is to be known as the Loch Lomond Hostel, will play a great part in fostering the International Youth Hostel movement, and it will provide a centre for many conferences

PRAYERS AND GRACES (Gollancz. 4s. 6d.) has all the sound and none of the appearance of a pious Christmas present. It is, in fact, a little collection of verses and anecdotes which have been arranged by Mr. Allan M. Laing and satirically illustrated by Mr. Mervyn Peake. The whole production suggests an excellent compromise between the rare Christmas card and the even rarer Christmas present, and is endlessly quotable.

Most of Mr. Laing's best selections come from the sayings of clerics, as Robert Herrick's enchanting, Grace for Children, beginning:

"Here a little child I stand
Heaving up my either hand . . ."

and] the "late traditional" invocation, "O Lord, Thou knowest we are about to have a little bazaar . . ."

But I preferred above all others the words of the dissenting minister who, at the end of a week of missionary effort, prayed: "And if any spark of grace has been kindled by these exercises, O, we pray Thee, water that spark!"

There are some books, even among works of fiction, which demand a slightly reverent approach in the reader, and such a one is Miss Jane Oliver's new novel, IN NO STRANGE LAND (Collins. 9s. 6d.), which is the tale of two lovers born to persecution, and is told through four periods of history from the time of Christ to modern times. In fact, this reads rather like four short stories than one related tale, for although there are linking passages, the characters do not really indicate the kinship with the past which the author is at pains to suggest.

Mary and David have their troubles at first in Palestine in A.D. 33, later in the Britain of A.D. 485, and, thirdly, in Scotland during the Jacobite risings. The fourth and last stage of the lovers' journey is set in the England we know, 1918-40, where Mary and David live, love and produce Nicky, the small son who survives them when David is killed during test-pilot work, and Mary in a London blitz. Then at last the spirits of the lovers are united and at peace.

This is romantic writing, occasionally moving, sometimes awkward, always evidently the expression of a sincere feeling. I find it difficult to judge a book of this kind from my own tastes, but can well believe that it will have its own success.

The B.B.C. ran a serial last year, with an all-star cast headed by Eric Portman, entitled BROKEN SWORDS. The book has now been published by Richard Fisher (Selwyn and Blount. 9s. 6d.). We are asked to imagine that when Paris was occupied by the Germans in 1940, there arose a champion of the Little People who took the name of François Villon, and gathered around him a gang of rapscallions who defied the invader with just such intrepid daring and impudent laughter as his namesake inspired when the Burgundians threatened Paris in 1450. The famous characters of Villon's story have new counterparts in the modern Katherine de Vaucelles, Marion l'Ydolle, Fat Margie, Petit Jehan, and the rest. Now that Paris is liberated, it is possible to enjoy this light-hearted novel of the stupid Boche at the mercy of the quick-witted Gaul. At the time of the broadcast the dark reality behind the romance spoiled my pleasure in it. Any boy who has enjoyed Baroness Orczy would revel in this story of swashbuckling adventure. I particularly liked the bilingual tags, never more difficult than *Jawohl*, *Excellenz* or *Quelle idée superbe!* It is all so pro-French that even the words pince-nez and négligée go into italics. Good innocent fun for minors.

BALBUS (Pleiades Books. 7s. 6d.) is announced as a children's book of building, and it fits that description in so far as the letterpress is simple and explanatory, and the accompanying drawings very brightly coloured. Apart from that, it is definitely in that category of presents given to children but far more appreciated by the grown-ups, since few of us who are not experts know enough of architecture to find these pages anything but freshly informative.

Beginning at the very beginning with the snail who carries his house on his back, Mr. Oliver Hill and Mr. Hans Tisdall give a brief survey of building, which takes them through the Greek, Egyptian and Byzantine periods to the Renaissance, Inigo Jones and New York skyscrapers, not neglecting a glance at caravans, barges and the Great Wall of China on the way.

Miss Doreen Wallace has left the Fen country and the farmlands in her new novel for the exploits of a pretty, determined young woman teaching in a secondary school in the country. It is no innovation that her heroine should have a great deal of character, since this is one of Miss Wallace's specialities, but the venue is certainly a change. CARLOTTA GREEN (Collins. 8s. 6d.) explores not only the problems of a mixed secondary school in a small country town, but also the young schoolmistress's sentimental education, which is partly conducted by the handsome, inarticulate young soldier she hopes to marry, and partly by the middle-aged author with a penchant for sympathetic young things.

The story is more lightly told than many of this author's, but I can't feel that it loses anything by that. In fact, it has been a pleasure to rediscover a gently satirical humour that was not always evident in, for instance, *Land from the Waters*. Miss Wallace's Miss Green is a real person—too young and charming for her slight priggishness to have grown into a tiresome defect, and too much the child of her age to accept emotion without analysis.

A HOME-MADE SEXTANT which served for an open-boat voyage of forty-two days: A naval officer using the improvised sextant, consisting of a protractor, a biscuit-tin, a heliograph mirror and some chewing-gum, which was made in the ship's boat by the third officer of a merchantman. In this small boat he sailed 1,200 miles with a D.E.M.S. gunner and five Lascar survivors after their vessel had been sunk by a torpedo. He set course for land, and, although there were charts in the boat, there was no sextant, but with this home-made device Mr. Derval managed an approximate latitude, and when picked up by a British ship was only 60 miles from his destination

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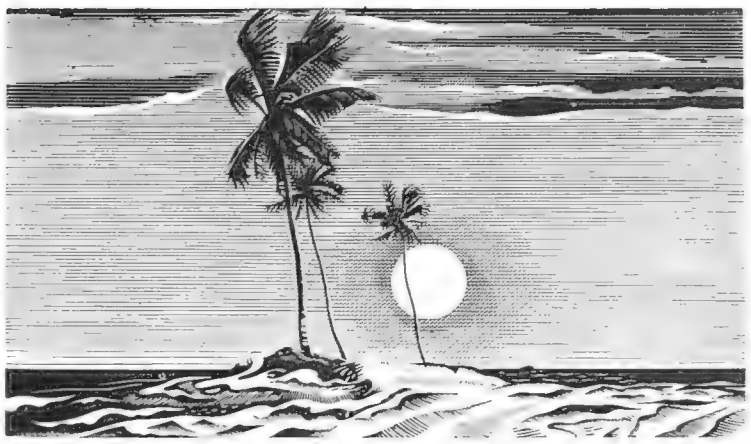

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A little land above the surface of the sea ; white surf and leaning palms . . . but underneath, out of sight, the foundations go down deep and wide to the bed of the ocean.

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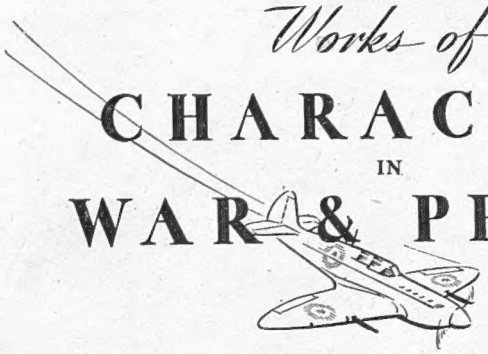

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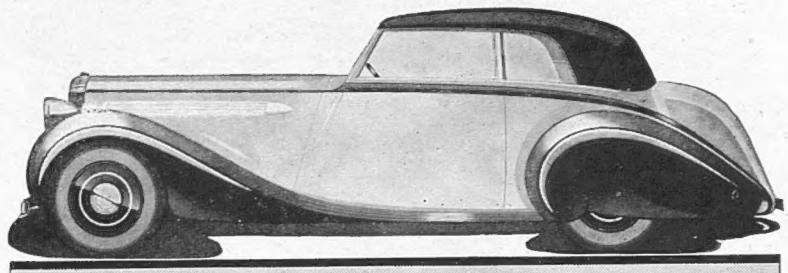

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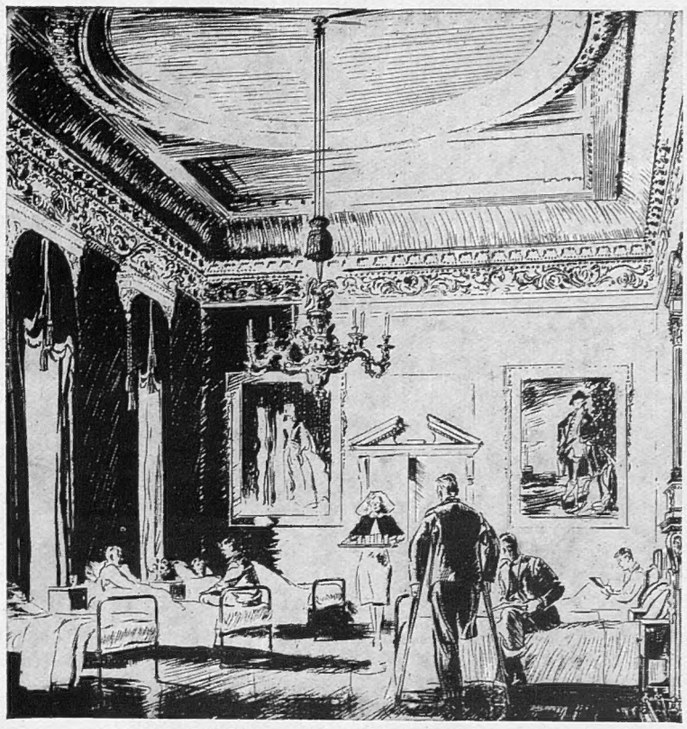

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